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American Railroad Journal.

New York, Saturday, August 22, 1874.

Foreign Commerce of the United States.

The statistics of foreign commerce of the whole United States for the month of April, 1874, and for the ten months of the Government fiscal year then terminating, have just been issued by the Bureau of Statistics at Washington. The figures given are all in specie values. From this we learn that the imports for the month of April, 1874, amounted to \$57,659,307, and for the ten months ending April 30, 1874, to \$495,304,376, against \$57,618,833 for the month, and \$556,567,409 for the corresponding ten months of 1873. The domestic exports for the month of April, 1874, were \$51,342,036, and for the ten months \$518,951,386, while in 1873 they were for the month \$52,809,961, and for the ten months \$485,457,353. The foreign exports amounted in April, 1874, to \$1,907,332, and for the ten months ending April 30, 1874, to \$18,702,172, against \$2,558,084 for the month, and \$22,105,593 for the corresponding ten months of 1873.

Of the total imports and exports for the ten months ended April 30, 1874 and 1873, re-

ly, the following portions consisted of merchandise and of Gold and Silver:

	Imports.	Domestic Exports.	Foreign Exports.
1874.			
Mdse.....	\$469,769,679	\$479,775,710	\$13,693,281
Specie and bullion..	25,534,697	39,175,676	5,008,891
1873.			
Mdse.....	538,006,901	420,765,311	13,418,209
Specie and bullion..	18,560,508	64,692,042	8,687,384

The total value of foreign commodities remaining in warehouse April 30, 1874, was \$58,475,974, against \$71,535,219 April 30, 1873.

Allowing for the differences in the warehouse account, the exports for the ten months ended April 30, 1874, are in excess of the imports to the extent of \$29,289,937, while for the same period of 1873 the imports exceeded the exports by \$68,411,617.

Steel Rails.

The Truckee Times says that the Central Pacific Railroad Company are experimenting extensively with steel rails at various points between Emigrant Gap and Truckee. They have already about sixteen miles of these rails laid down across the Sierras. In front of the Truckee Hotel, about one year ago, they laid down a steel rail on the main track, in place of one of the common rails in use. As nearly all the switching and making up of trains takes place in front of the hotel, on the track mentioned, the wear and tear of the rails is enormous. Frequently trains pass over the spot from fifty to a hundred times a day. Since the steel rail has been laid down the common iron one have been taken up and replaced with new ones five times, and the steel rail is still in good serviceable condition. We understand that twenty miles more of steel rail will be laid down this summer and fall across the Sierras.

The New Bedford Mercury says the Old Colony Railroad has decided upon the plans for the construction of the bridge at Slade's Ferry. The work of building the two eastern piers is to commence very soon. There are to be ten spans of about 155 feet each, and the bridge is to be of the style known as a double-decker. The upper deck will be occupied by the rail-

road, and the lower one will be an ordinary roadway.

Commerce of New York.

The gold value of the foreign imports at this port in July, including specie, was \$33,207,729, against \$31,173,126 same time in 1873, and \$38,136,235 same time in 1872. For the first seven months of the calendar year the imports amount to \$251,780,727, against \$252,221,108 same time in 1873, and \$270,916,871 same time in 1872. The chief feature in the imports this year is the large falling off in Dry Goods and the decreased withdrawals of goods from bond, the latter reflecting the depression of business. For the seven months the relative imports thus compare with previous years:

Dry Goods.	Mdse.	Specie.	Total.
1870.58,163,413	118,145,657	7,357,949	183,666,019
1871.78,044,000	149,912,503	4,918,692	232,875,195
1872.85,877,426	182,219,963	2,819,482	270,916,871
1873.72,638,272	176,641,174	2,941,662	252,221,108
1874.65,919,122	182,793,197	3,068,408	251,780,727

The Customs receipts in July were \$9,654,569 49, against \$10,008,929 55 same month in 1873, and \$7,251,160 85 same month in 1872. For seven months the Customs receipts foot up \$66,542,422 76, against \$71,990,446 20 same period in 1873, and \$81,073,870 11 same period 1872. The exports from this port to foreign countries in July (mixed values) were as follows:

	1872.	1873.	1874.
Produce and Mdse.....	\$20,060,988	\$25,621,503	\$26,454,378
Specie.....	17,248,688	10,038,643	3,503,728

Total...\$37,309,676 \$35,660,146 \$29,958,106

In Produce and Merchandise there has been a decided gain, and a no less marked decrease in the Specie outflow. For seven months of the year the exports are as follows:

	1872.	1873.	1874.
Produce & Mdse..	\$126,519,471	\$165,109,384	\$160,885,987
Specie...	54,363,587	87,867,927	33,122,894

Total....\$180,883,058 \$252,977,311 \$194,008,881

In view of this healthful exhibit, in connection with the fullness of the harvests, the marked depression of trade and industry seems altogether unwarranted.

A Busy Scene.

At the new depot of the Pennsylvania Railroad at Delaware avenue and Dock street, there was a scene of activity already at an early hour yesterday morning, although it was but the second day of its being opened for business. Piles of freight were on the platform, and trains of cars were being pulled in and out by locomotives, a novelty for that locality. We are surprised to see how naturally everything seemed to work. The horses seemed to know all about it, taking no notice, in an objectionable manner at least, but pulled away in friendly proximity to their iron relatives without fear or anxiety as to danger or rivalry.

This depot is unusually light, airy and well ventilated, and admirably arranged for weighing and shipping merchandise with dispatch. The scales are of the same make as those at the other depot, which have not yet been all removed. They are from the Philadelphia Scale and Testing Machine Works of Messrs. Riehle Bros. This firm are making a patent scale, both for warehouse and railroad truck, which appears to be peculiarly adapted for railroad use, and are rapidly superseding the older styles, being very strong and reliable, and sealed with great care to government standard.

In regard to freight depots so convenient and accessible as this, too much cannot be said in their favor. How much they save in different ways it is impossible to estimate; the injury done to merchandise, to say nothing of the enormous charges for carting, is very great, when the goods are jostled and tossed for long distances over stony streets and handled in the roughest manner in loading and unloading.—*Phila. Inq. Aug. 12.*

Central Pacific Railroad.

The earnings of this road for the year ending December 31, 1873, were as follows, viz:

	Coin.	Currency.
From freight.....	\$4,989,996 21	\$2,472,898 71
" passengers.....	2,235,942 81	2,182,474 61
" express.....	119,251 85	93,785 05
" wharf (2 mos.).....	87 70	.....
" mail.....	.....	269,014 28
" miscellaneous.....	126,398 23	39,681 59
" sleeping cars..	34,327 05	120,240 75
" telegraph.....	86,997 52	6,255 19
" rental.....	40,213 44	1,689 54
" baggage.....	10,254 77	34,443 68
	\$7,643,469 58	\$5,220,483 40

Expenses, viz:

Superintendence.....	\$41,807 05	\$.....
Station service.....	457,678 09	7,916 58
Telegraph service.....	133,655 44	.....
Train service.....	386,825 85	1,538 00
Sleeping car service.....	19,842 17	.....
Locomotive service.....	1,339,106 14	.....
Wharf service (2 mos.).....	2,354 52	.....
Ferry service.....	221,735 49	.....
Water service.....	57,090 96	66 00
Repairs of track.....	792,658 87	12 10
" buildings.....	49,742 48	29 00
" bridges.....	65,110 97	.....
" engines.....	484,954 31	.....
" cars.....	467,049 72	.....
" tools, etc.....	36,831 91	.....
" snow plows.....	2,064 89	.....
" snow sheds.....	59,831 22	.....
" docks.....	19,020 96	.....
Office expenses.....	102,340 34	80 25
Miscellaneous exp.....	17,965 85	1,782 10
Stationery, etc.....	40,874 27	1,824 69
Advertising.....	7,273 23	8,644 05
Loss & damage (ght).....	18,354 12	16,300 86
Damage (persons).....	16,568 57	1,494 30
Rental.....	87,712 92	.....
Insurance.....	1,233 75	.....
	\$4,929,684 09	\$30,587 43

Earnings over operating expenses.....\$2,713,785 49 \$5,180,895 97

The following is a recapitulation of the earnings and expenses for the year 1873, together with a comparison of the same with the year 1872:

ings and expenses for the year 1873, together with a comparison of the same with the year 1872:

EARNINGS.			
	1872.	1873.	
Gross earnings, coin	\$7,400,089 35	\$7,643,469 58	
Gross earnings, currency	4,563,551 22	5,220,483 40	
Total earnings, coin and currency...	\$11,963,640 57	\$12,863,952 98	
Tot. earnings, equal to currency.....	\$12,734,729 88	\$13,851,489 24	
OPERATING EXPENSES.			
Operating expenses, coin	\$4,953,612 42	\$4,929,684 09	
Operating expenses, currency	57,666 42	39,587 43	
Total expenses, coin and currency....	\$5,021,278 84	\$4,969,271 52	
Total expenses, equal to currency.....	\$5,527,445 25	\$5,606,186 70	
Earnings over operating expenses (all in currency).....	\$7,207,284 63	\$8,245,302 54	
Percentage of operating expenses to gross earnings...	43.40	40.47	
The percentage of operating expenses to gross earnings as shown above, was 2.93 per cent less than in 1872.			
The earnings over operating expenses for 1873 were (all in currency).....	\$8,245,302 54		
The year ending Dec. 31, 1872.....	7,207,284 63		
Being a gain of.....	\$1,038,017 91		
— or 14.40 per cent.			

The amount of capital stock authorized is \$100,000,000; of which \$62,608,800 is subscribed, and \$54,275,500 paid in. Of the amount subscribed, there is held in trust for the company \$8,333,300.

The debts of the company are: funded debt \$54,400,000, less sinking fund \$1,151,731 70—leaving \$53,248,268 30; to which add United States subsidy bonds, \$27,885,680—making a total of \$81,133,948 30.

The assets of the company, as given in the annexed balance sheet, amount to \$145,484,158 32; to which add farming lands, (estimated value), \$29,306,000; undivided half of 60 acres of land in Mission Bay in San Francisco, 500 acres water front at Oakland, and about 140 acres and water front at Sacramento, (estimated value, independent of improvements) \$7,750,000—making a total of \$182,540,158 32. The president in his report says:

The anticipations in the Annual Report for 1872, in relation to increase of business, have been realized, and we may expect as much or greater increase for the year 1874. The increase of population of the State, by immigration, during the year 1873 was 34,000, this year it promises to be much larger. The harvest is abundant, and unusual prosperity prevails throughout the State.

At the last session of the Legislature the question of change of the law, in regard to freights and fares, was largely discussed, and, as a conclusion, no legislation was had. But an important principle was recognized, viz: that as a question of sound political economy, railroad companies should be assured of stability in the laws regulating their tariffs.

To this end, and because the good faith of the State, in this respect, had been questioned, four special bills were passed conferring rights upon associations to build as many separate lines of railroads, with varying tariff rates; in some cases increasing the rates above those of the general incorporation law, and in others, decreasing

them. The main and only object of the companies in accepting these special acts, so far as they accept less rates than those provided in the general law, was to secure themselves against future legislation reducing their rates. It was openly stated, and it was clearly true, that unless they could have a guarantee that the income of the lines to be constructed should not be interfered with by legislative control of tariffs, the roads could not obtain credit and could not be built. No other benefits over those to be had by the general Corporation Law were gained by these special acts, and there was nothing else to justify their passage by the legislature, or their approval by the Governor. And it is clear that if railroads are to be built by other organizations than the Government, they must be left as free to make profits, under the law as it exists at the time of their organization, as others making investments in any species of property. It is just, and has its foundation in the soundest political economy. The fact that the State exercises its right of eminent domain to secure the right of way for the construction of railroads is, in itself, an evidence of their great public utility, and it is only this that justifies it in the exercise of its right of eminent domain to procure the right of way. This exercise of eminent domain is made for the benefit of the public, and not for that of the corporation which must pay the full value of all it takes for right of way, and which, from that time, holds it and controls it as private property. Can it be wise to discourage investments that are so unqualifiedly stamped by the State as beneficial to the public?

Whether there is a reserved power to the State to regulate the tariffs of railroads, other than the limitation of the general Corporation Law, is a mooted question. Whatever the power is, it is equally applicable to every corporation formed under it, whatever its business or objects. But, however this may be, the exercise of it, if it exists, must ultimately be regulated by justice and by sound and correct principles.

In the passage of the special bills, before alluded to, this principle was evidently recognized. The people seem to have acquiesced in the action of the legislature, and we may confidently look for a full recognition of the principle hereafter. The question is now being largely discussed throughout the United States, and if the principle is correct, we may rest with confidence that the good faith and intelligence of the people will recognize it, and upon this good faith and intelligence must the railroads of the present and future rely. Decisions by the courts, upholding a law that is repugnant to the will of the people, will avail nothing; but the majority will protect individuals in the right. The railroad companies are made up of individuals, and a wrong to one of these is a wrong to the whole people. And the question at last resolves itself into this, that either individuals must be protected in their investments in railroads, and allowed to make such profits as their enterprise commands, or the State must own and construct railroads, or railroading must cease.

There is no such thing as separating control and ownership. Control is ownership.

If the exigencies of the State shall require it, to assume partial or complete control of any species of property, good faith will compel it to provide compensation accordingly, as it does when it exercises the right of eminent domain, and takes private property for public use.

The financial and business prospects of your company were never brighter. The end of each year in its history seems to more than realize the promises of the beginning.

The number of miles of road operated, including the ferry between San Francisco and Oakland wharf, at the close of the year, was, as stated in annexed report of the Chief Engineer, 1,218.93. There are also 41.2 miles in the San Joaquin Valley operated under lease from the Southern Pacific Railroad Company, of which 20.3 miles were completed July 1st.

The number of engines owned by the company is 188. Twelve new engines were built in 1873, and nine sold. The number of miles run, as compared with the preceding year, is as follows:

	1872.	1873.
Miles run by passenger engines.....	1,243,720	1,351,740
Miles run by freight engines.....	2,530,776	2,748,556
Miles run by switching engines.....	584,182	725,217
Miles run by miscellaneous engines.....	540,145	185,419
Totals.....	4,898,826	5,010,932

—being an increase of 112,106 miles, or 2.3 per cent. Cost of repairs per mile run, 8.46 cents; wiping, 1.22; enginemens, 7.35; fuel, 18.48; stores, 0.89—total, 36.4 cents.

At the close of the year, the number and kind of cars were as follows: 92 first-class and 52 second-class passenger, 23 sleeping, 19 mail and express, 21 baggage, 55 cabooses, 1 directors', 1 superintendent's, 1 pay, 2040 box, 1499 platform, 170 section, 212 hand, 110 dump, 52 track-laying, 2 wrecking, and 7 snow plows. The total number of miles run by cars of all kinds, including those from foreign roads, was 48,280,608.

The company have five ferry steamers employed in the ferry service between San Francisco, Oakland and Alameda. Also, 25 river steamers and 9 barges. The number of ferry passengers carried in 1873 was 2,621,976, a gain over the year 1872 of 206,835, or 8.56 per cent. The Superintendent in his report, from which the above is obtained, says:

The Utah Northern Railroad, (narrow gauge), connecting with your road at Ogden and Corinne, has its line extended to Franklin, Idaho, a point 18 miles distant from Ogden.

The survey for the Railroad from Visalia, connecting with the Central Pacific at Goshen, is completed. Work has already been commenced on the grading, and the iron and ties are being forwarded. The road will be completed in time to move the grain crop of this season.

The Eureka and Palisade Railroad (narrow gauge) connecting with the Central Pacific at Palisade, will prove a valuable feeder. The traffic to the Eureka mining district, already large, will be materially increased as the road progresses. The work is being prosecuted with vigor, and twenty miles will be completed and put in running order by the middle of June. It is believed the road will be pushed forward to completion at an early day.

The prospective value of the commerce of the Pacific Ocean to the road can scarcely be over estimated. The business from the Islands and coastwise centering at this port, in connection with the road, is rapidly increasing. The new Trans-Pacific Steamship Line between San Francisco and Asia is meeting with much encouragement, and the business already inaugurated between this port and the Australian Colonies, by the Australian and American Mail Steamship Line, carrying the English mails, bids fair to exceed the most sanguine expectations of its projectors.

The acreage of grain sown in California was never before so large, and the prospects are most flattering for an abundant harvest. A general increase of business may be expected, and additional rolling stock will be needed to meet the requirements of the road.

The trains have been run with great regularity, and the road has been remarkably free from casualties.

From the report of the General Freight Agent, J. C. Stubbs, we learn that the number of pounds of local freight carried in 1873 was 1,398,827,364;

through freight, 220,375,432; company's freight, 438,001,832—total, 2,057,204,628 lbs., against 1,881,646,021 lbs. in 1872—an increase of 175,558,607, or 9.33 per cent. Total mileage of freight in 1873, 248,793,085; in 1872, 235,637,423—increase 13,155,662. Average charge per ton per mile, in 1873, (exclusive of company's freight) 3.675 cents. Of the local freight there was forwarded to the general markets from the agricultural districts 244,862,013 lbs. of grain, from which the company earned \$464,210 41 coin, at an average rate of 3.32 cents per ton per mile. Of the through freight eastward, the following are some of the principal items: barley 2,524,498 lbs., butter 290,898, borax 647,934, blankets, 81,848, beans 98,439, coffee 4 101,836, flour 1,905,125, furs, skins, etc., 794,984, green fruit 2,896 523, glue 369,877, hops 551,995, leather 1, 337,830, quicksilver 432,453, rice 285,000, sugar 110,050, silk 877,279, canned fruits 678,582, cotton 195,843, salmon 3,624,109, seal skins 1,392,173, tea 12,726, 465, whalebone 144,202, wheat 20,965, wine 3, 803,648, wool 29,010,975. Westward there were carried: alcohol 584,700 lbs., agricultural implements 3,697,270, boots and shoes 2,464,380, candles 2,521,000, carpets 1,218,140, clothing 1,159, 858, domestics 13,167,767, fish 4,026,660, hams 6,415,990, live stock 3,032,480, lard 1,498,820, lumber 2 541,818, machinery 5,165,580, bulk meats 4,823,867, oil 2,749,300, oysters 1,190,780, paper 2,160,090, liquors 1,596,800, tobacco 4,976, 430, wagons 5,037,670.

As reported by T. H. Goodman, General Passenger and Ticket Agent, the number of passengers carried east was 1,630,801; do. west, 1,649, 370—total, 3,280,171, of these 67,856 were through, 590,339 local, and 2,621,976 ferry. Average number of miles traveled by each passenger, 36.85. Average charge per passenger per mile, 3.65 cents. In 1872 the total number of passengers carried was 3,003,974; the average number of miles traveled by each passenger 35.33; and the average charge per passenger per mile, 3.83 cents. It will be seen that the increase in the number of passengers in the past over the preceding year was 276,197.

STATEMENT OF PROFIT AND LOSS FOR YEAR 1873.	
Interest.....	\$3,179,649 13
Taxes.....	315,821 94
General and miscellaneous expenses.....	178,089 80
Legal expenses.....	61,327 71
Civil engineering.....	20,312 68
Discount on currency receipts.....	592,814 97
Dividend No. 1.....	1,628 265 00
Operating river steamers & barges.....	35,485 79
Shop and store accounts short on inventories.....	58,608 40
U. S. Government transportation, amount disallowed by Gov.....	18,336 44
Balance.....	9,339,151 99

Balance to credit of this account, Jan. 1, 1873.....	\$7,433,960 20
Earnings for year 1873.....	\$12,863,952 98
Less operating exp.....	4,969,271 52
Interest on sinking funds.....	7,894,681 46
Forfeited stock, part payment on 852 shares forfeited.....	87,884 70
Fuel account over on inventory...	7,690 00
	3,647 49
	\$15,427,863 85

The currency receipts for the year were sold at

a discount of \$592,814 97, leaving the earnings over operating expenses, \$7,301,866 49, in coin. Average premium on gold, 12.92 per cent; adding this premium, the earnings over operating expenses would be equivalent to \$8,245,302 54 in currency.

GENERAL LEDGER BALANCE SHEET, Dec. 31, 1873.	
Construction account.....	\$131,419,110 53
Equipment account.....	6,156,746 44
Real estate account.....	1,002,712 08
Shops account.....	855,633 15
Machinery in shops.....	515,765 00
Furniture, telegraph instruments, safes, etc.....	92,350 00
Steamers, Sacramento River....	853,569 41
Sinking fund No. 1, for redemption of convertible mortgage bonds.....	582,631 70
Sinking fund No. 2, for redemption of California State Aid B'ds.....	232,050 00
Sinking fund No. 3, for redemption of first mortgage bonds of the company, series "A, B, C and D".....	232,050 00
Sinking fund No. 4, for redemption of first mortgage bonds of the company, series "E, F, G, H and I".....	105,000 00
Material in shops.....	866,580 05
Material in store.....	100,872 13
Fuel.....	369,369 79
Balance of accounts outstanding and in hands of agents, deducting obligations.....	1,666,787 34
Cash.....	1,584,661 71

	\$146,635,890 02
Capital stock.....	\$54,275,500 00
Funded debt (see Am. R. R. Journal Bond List, p. 1066).....	54,400,000 00
Lands.....	624,594 41
Unclaimed Dividend No. 1.....	107,523 00
Hospital fund.....	23,440 62
Government bonds.....	27,855,680 00
Profit and loss.....	9,339,151 99
	\$146,635,890 02

President.—LELAND STANFORD.

Vice Pres't and Gen'l Agent.—C. P. HUNTINGTON.

2d Vice President.—CHAS. CROCKER.

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Assistant Gen'l Supt.—JOHN CORNING, San Francisco, Cal.

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Chief Engineer.—S. S. MONTAGUE, San Francisco, Cal.

California has just discovered a new source of wealth. To her gold and quicksilver, wheat, barley, malt, cattle, fruits, wine and wool, coal and iron are to be added—recent discoveries of coal in the Ione Valley giving abundant promise. Iron is already known to exist, and the proximity of the two may make the iron ore available if transportation is not too costly. The San Francisco Chronicle says: "California will be impelled forward with great strides when she begins to smelt iron, and the first plate turned out will do more to insure future prosperity than the locating of a diamond mine."

Central Pacific Railroad.

CHIEF ENGINEER'S REPORT.

CHIEF ENGINEER'S OFFICE,
SAN FRANCISCO, June 1st, 1874.
HON. LELAND STANFORD,
President C. P. R. R. Co.:

The following brief report of matters, under the supervision of the Engineer Department for the year 1873, is respectfully submitted.

The surveys made during the year, were chiefly those incident to the improvement and repairs of road already built, and the completion of some topographical work at various points on the main line.

The location surveys of the Oregon Division were not extended, nor was anything done towards the extension of the main line on this division during the year.

The work of construction of this line, is already considerably in advance of the requirements of the Act of Congress, granting right of way, lands, etc., and it will not be necessary to construct any new road during 1874, to meet those requirements.

A section of twenty miles of completed road, viz., from the 77.6 to the 97.6 miles was examined and favorably reported on by the United States Commissioners, Edgar Mills, Lauren Upson, and Christopher Green, on January 8th, 1874, and has been duly accepted by the Department of the Interior.

The only new road built during the year, was the addition of 3.79 miles to the Oakland and Alameda branch, consisting of a second track through Railroad Avenue and Seventh Street, Oakland, from Bay Street to Harrison Street, and a branch thence to Mastick's Station, Alameda. This branch crosses the main line at the intersection of First and Alice Streets, and crosses San Antonio Creek on a bridge, consisting of 12 spans of 60 feet each, and a swing bridge with two clear openings of 80 feet each.

The construction of this new line was necessary, to enable the local trains and ferry to make half hourly trips, which the rapidly increasing travel seemed to require.

In consummating this arrangement, the Alameda ferry has been abandoned, and the steamer Alameda, formerly run on that route, has been placed on the Oakland line, and now makes alternate trips with the El Capitan.

The new track was completed, and boats and trains commenced making half hourly trips on the 29th day of September last, and the new arrangement is highly satisfactory to the patrons of the line.

To complete the necessary ferry facilities between San Francisco and Oakland, a large boat is needed for the Creek route—one that will accommodate passengers and teams as well as freight, and enable you to discontinue the team ferriage to Oakland Wharf.

I would mention in this connection, that more ample accommodations for your ferry lines in San Francisco seems an immediate necessity, and a more central location than the one now occupied should, if possible, be secured.

The location is, however, a matter of more importance to the patrons, than the owners of the line, and the advantages of landing at, or in the near vicinity of Market Street Wharf, are so apparent to any one conversant with the map of San Francisco, than any argument in its favor seems unnecessary.

OAKLAND WHARF.

This being the most important structure of the kind on your road, and over which a large daily travel is passing, deserves special mention.

A careful examination of all parts of the structure is made at frequent intervals, but thus far, no repairs have been found necessary, and it is as safe to-day as upon the day of its completion. I will add here, that the same careful supervision is extended over all the structures on the road, it being the aim to keep them up to a first-class standard.

The work charged to construction account during the past year, in addition to that already

mentioned, includes a large addition to the south side of Oakland Wharf; an addition to Second Street Wharf, San Francisco, and a large amount of work in Mission Bay, in furtherance of the plan for the improvement of the lands granted by the State to the Central and Southern Pacific Railroad Companies for depot purposes.

The increasing want of space for railroad use in San Francisco will render the rapid improvement of this property, and its early occupancy for your principal freight depot, a necessity. But until something is done towards the improvement of the proposed ship basin in Mission Bay, you will lack the connection with ships tackle, which is requisite for the cheap and speedy handling of freight between ship and car.

Important improvements in, and additions to sidings, freight and passenger depots, shops, water-stations, etc., have also been made.

The change of line at Deep Gulch Trestle, in Clipper Ravine, mentioned in my last report, was completed, and trains run over the new line on the 24th day of July last.

The amount of material moved, was as follows:

	Cubic Yards.
Loose Rock	34,981
Hard "	51,136
Excavation in Tunnel	10,927

Though the rock in the tunnel was all hard, it was so much broken by seams, that timber supports had to be resorted to during construction, and 500 feet in length was lined, requiring 2,185 yards of masonry. There were also 271 cubic yards of culvert masonry.

WATER SUPPLY.

The expenses of this department have been heavier than during the previous year, owing principally to the removal of a large amount of water pipe, (substituting iron for wooden pipe at first used), and to the work expended in boring for water at Hot Springs, 19½ miles east of Wadsworth. Three wells have been sunk—two of them to a depth of about 700 feet, which we were compelled to abandon on account of difficulties arising from the peculiar character of the material encountered. The third attempt was more successful; the boring in this instance being carried to a depth of 1316 feet; through alternating strata of clay, soapstone, scoria and trap, with occasional thin seams of gravel and sandstone.

Several veins of water were found, most of them hot, and highly charged with various salts, and none suitable for engine use. The last vein is, however, much better than the preceding ones, and the formation, which seems to be approaching a sand-stone, is more favorable for finding good water, than that overlying it.

The work has been suspended temporarily, but it is proposed to renew it at an early day.

The success of the Union Pacific Railroad Company in finding water by deep boring at various points on their line, has encouraged the belief that we may be equally successful, and the importance and value of a permanent supply at the principal stations, is thought to be sufficient to warrant considerable expenditures in the way of experiment.

The bridges, buildings, wharves, etc., are all in as good condition as at the date of my last report, all repairs, (as heretofore stated,) having been carefully kept up.

I am pleased to be able to state, that no loss of snow galleries from fire has occurred during the past season. A few fires have caught, but their timely discovery saved serious loss. A large additional quantity of galvanized, corrugated iron has been used in replacing the wooden covering of the snow galleries, and the deck bridges at Long Ravine, Butte Canon, Upper and Lower Cascades, Donner Creek, Prosser Creek, and Little Truckee, have been covered with the same material. The only serious fires during the year were at Pleasanton, on July 26th, and Rocklin, Nov. 27th.

At the former place, the freight and passenger depots, and at the latter, the round house, with

the exception of the rear and end walls, were destroyed.

The Pleasanton depot and 18 stalls of the Rocklin round house have been rebuilt; the new roof of the latter being a light combination truss, covered with galvanized corrugated iron, and the building may now be considered fire proof. A fire-proof store house, an oil room, and a new water tank of 52,000 gallons capacity, have been erected near the round house at this station.

CONDITION OF THE ROAD.

Under this head, I can refer you to the statement made in my last report. No unusual repairs to road-bed have been required, with the exception of the removal of a heavy slide in the new cutting made in Clipper Ravine.

A larger quantity of material was used in renewal of track than during the previous year. The remainder of the steel rail, noticed in my last report, was laid early in the year, and besides this, a considerable quantity of new iron rail was also laid in main track, and the renewal of a large proportion of the rail on the mountain divisions must soon be provided for.

I will mention in this connection that a contract has been made with the Pacific Rolling Mills Co. for re-rolling five thousand tons of rails, all of which is to be delivered in 1874, and it will all be needed on the main line during the year. The year following a much larger quantity will be required, and after two years an annual renewal of at least twelve per cent. of the iron in main track must be provided for unless steel rail is substituted.

I would again call your attention to the importance of this question, and urge the adoption of steel rails for all lines of heavy traffic as soon as practicable.

I do not believe you can afford to relay your main line with iron rail while the present relative cost to steel is maintained, or even if the latter cost twice as much as the former.

The renewal of the ties on a portion of the line between Truckee and Ogden, where pine and other mountain timber was necessarily used in first construction, is also pressing upon us. This is being done as rapidly as occasion requires; redwood, transported from the coast counties via San Francisco, and the better varieties of mountain timber being used. Except for the cost of transporting them so great distance, the former would be preferable as being the most durable in many localities.

It is a fact worthy of note that wherever the pine ties have been laid in contact with the strong alkaline soil, which occurs in many portions of Nevada and Utah, they are as sound to-day as when first laid; while, in adjacent localities, on a gravelly or sandy road-bed, the ties show unmistakable signs of decay, and in many instances have already required renewal.

This difference in the life of the ties in the different soils is so marked that the propriety of partially removing the gravel ballast from some parts of the road has been seriously considered.

The rainfall in that region is so light that gravel ballasting is a necessity in but a few localities, and there seems to be no reasonable objection to its partial or even entire removal in many places, while the gain by the increased durability of the ties would evidently be very great.

Some experiments are being made of mixing the alkali soil with gravel ballast, and also seasoning the ties by immersion in the strongly alkaline and saline waters, which can be obtained by digging a few feet, in many localities. Some time will, of course, be required to make these experiments, but the results cannot fail to possess much interest, and possibly value.

The effect of the various soils upon the decay of timber has also been noted in the telegraph poles, which are perfectly preserved on alkali flats, while in the sandy and gravelly soil of the uplands they decay rapidly.

I append a statement showing length of road in operation at the close of the year. This, it will be noticed, is less than that reported last year.

The main track taken up during the year was a portion of the Oakland and Alameda branch, running near and almost parallel to the main line from Melrose to Haywards. The business of this portion of the branch having naturally been absorbed by the main line; the operation of the former was no longer essential, and it was accordingly discontinued. The amount of track removed is shown below.

LENGTH OF ROAD OPERATED—MAIN LINE AND BRANCHES—December 31st, 1873.

Main Line:	Miles.
From San Francisco to Ogden	882.89
Branches:	
Oregon Division—from Roseville to Redding	151.45
Visalia Division—from Lathrop to Goshen	146.30
Oakland and Alameda Branches:	
From Oakland Wharf to Brooklyn..	5.67
From Oakland Point to Mastick's..	3.79
From Alameda Wharf to Melrose...	5.19
From San Leandro to Haywards...	6.10
San Jose Branch:	
From Niles to San Jose	17.54
	336.04
Total	1,218.93
Length of road operated, Dec. 31, 1872..	1,221.56
Track constructed in 1873	3.79
Total	1,225.35
Deduct track removed from Oakland and Alameda Branch	6.42
Balance as per above statement	1,218.93
Total length of sidings	140.89

Total length, Dec. 31, 1873.....1,359.82

S. S. MONTAGUE, Chief Engineer.

Central Pacific Railroad.

LAND AGENT'S REPORT.

LAND DEPT. CENTRAL PACIFIC R. R. Co. }
San Francisco, Cal., July 1, 1874. }

To the President and Directors of the Central Pacific Railroad Company:

GENTLEMEN: The following report will show the operations and condition of the Land Department of the C. P. R. R. Co. from the commencement of the same, up to the present time, viz:

	Acres.
The land grant from the United States Government to the Central Pacific Railroad Company of 12,800 acres per mile, for 742 miles, is	9,497,600
Deduct for lands previously granted and reserved, say	1,500,000
Leaves	7,997,600
The land grant to the California and Oregon Railroad of 12,800 acres per mile, for 291 miles, is	3,724,800
Total	11,722,400

The grant to the C. and O. R. R. Co. provides that where lands are lost to the company by reason of previous grants or reservations, they can be made good from an indemnity grant of ten miles wide on either side of the twenty mile limit, which insures to the railroad company the full amount of land granted. The value of these lands at the Government minimum price for adjoining lands, \$2 50 per acre, would be.....\$29,306,000

A large portion of this is the choicest agricultural and timber land in the country, and will sell for a much greater price.

The policy of the company has been to sell its farming lands at low prices, and on easy terms of payment, to actual settlers, believing the best in-

terests of the company are promoted by selling in limited quantities to those who will cultivate the soil, and who will own the land they cultivate. By this means an industrious, agricultural population is invited, whose improvements and the product of whose labor, tend to enhance the value of the unsold lands.

Most of the lands that have been sold were purchased for gold, on a credit of five years; a payment of twenty per cent being made at the time of purchase, the remainder to be paid at the end of the term, with annual interest, payable in advance, on all sums remaining due.

The total sales of land by this department from its organization to June 30th, 1874, amount to 353,818.73 acres, which were disposed of for \$1,459,768.38, being an average of a little more than \$4 12½ per acre.

Of these lands, there were sold previous to October 1st, 1870, 127,637.55 acres, for \$295,065.50, being an average of \$2 31 per acre.

From October 1, 1870, to December 31, 1872, there were sold 122,765.09 acres, for \$484,227.97, being an average of \$3 94½ per acre.

From December 31, 1872, to December 31, 1873, there were sold 58,733.60 acres, for \$410,314.92, being an average of \$7 00 per acre.

From December 31, 1873, to June 30, 1874, there were sold 44,682.49 acres, for \$270,159.99, being an average of \$6 04.6 per acre.

That the average price of the lands sold in 1874, seems to be less than that of 1873, is attributable to the fact that large tracts of second and third rate timber land have been sold this year. The prices obtained for these timber lands are far in advance of any that could have been got for them one year ago; but while they have been sold for an increased price, the quantity disposed of has been so large, that the average rate per acre, thus far, for 1874, has been, apparently, reduced.

These sales were made to 1,619 individual purchasers, being an average of 218.51½ acres to each buyer.

It will be seen by the foregoing, that the amounts realized from the sales of land, continue to increase year by year. Prices advance as the country becomes settled, and with the rapid augmentation of the population, which California will undoubtedly have every year, lands will greatly and with rapidity, still further enhance in value.

This Land Department is daily in receipt of letters from the Eastern States and from Europe, making inquiries about lands, the prices at which they can be procured, and the products which can be raised from them. The writers of almost all these letters avow a fixed determination to come to California for the purpose of procuring lands for homes, for themselves or for colonies of farmers and mechanics, who wish to leave the rigors of winter in Michigan, Iowa, Illinois, Wisconsin and other Northern States, for a more genial climate. Many agriculturists from the Southern States, in Louisiana and elsewhere, say they are coming to California to remain permanently. There are, also, letters from England, Ireland, Scotland and Wales, and from Australia, asking all manner of questions about railroad and other lands in this State. Everything tends to show that the wheat, the wine, the fruit and the wool of California, together with its fine climate and the productiveness of its soil, have attracted to it the attention of the world.

Heretofore, the stream of immigration has been but small. It has at last wonderfully increased. Within the last three months, twelve thousand farmers and mechanics, seeking homes, have come to California. This small stream will, in a few years, turn into a mighty current of people, who will pour in and fill up every available tract in the country, making land of great value, and requiring large and abundant railroad facilities for travel and for commercial and agricultural transportation.

The lands of the Central Pacific Railroad Company may justly be regarded as one of its most valuable assets.

B. B. REDDING, Land Agent.

Portsmouth and Dover Railroad.

At the annual meeting of the stockholders of this company, held at Portsmouth, N. H., on the 12th inst., the following gentlemen were elected directors: Frank Jones, Daniel Marcy, F. W. Miller, Wm. Hays, Oliver Wyatt, A. H. Young and A. E. Purinton. At a subsequent meeting of the directors, Frank Jones was elected President, and Wm. Hackett clerk. The report of the Treasurer was read, showing the total cost of the road to date to have been \$745,660; stock taken by the cities of Portsmouth and Dover amount to \$525,000; that subscribed for by individuals amounts to \$151,860; outstanding notes payable \$68,800; unpaid bills, including land damages, about \$200,000. The recent act of the Legislature authorizing an increase of the capital stock of the road to an amount not exceeding \$100,000 was accepted and adopted, thus making the whole amount of stock \$800,000.

Rocky Mountain Coal Fields.

The following statement will indicate the general locality of the Rocky Mountain coal field, and is from reports made to the Government Land Office:

	Area. Sq. miles.	Coal area. Sq. miles.
Texas.....	237,000	30,000
Indian Territory.....	68,000	40,000
New Mexico.....	122,000	20,000
Kansas.....	80,000	80,000
Missouri.....	67,000	24,000
Nebraska.....	84,000	84,000
Iowa.....	55,000	24,000
Wyoming.....	67,000	20,000
Colorado.....	102,000	20,000
Montana.....	148,000	71,000
Dakota.....	150,000	100,000
Total.....	1,180,000	513,000

Add approximate Coal area of

British America..... 737,000

Total.....1,250,000

The *Amador Dispatch* says an agreement, or contract, has just been placed on record in the County Clerk's office, between H. B. Platt, contractor of the Stockton and Lone Railroad Company, and the Arroyo Seco Grant Company, whereby the latter agree to donate to the railroad company the right of way through their possessions and twenty-five acres of land near Lone City for depot purposes, together with the privilege of mining and hauling coal from the coal beds on the grant for a number of years. On the other hand, Mr. Platt agrees to pay the grant company 50 cents per ton for a specified amount of coal so taken out each year, and to finish the road to Lone within two years from the time work was commenced on the same.

The *Richmond Enquirer* says that Major Conway R. Howard, late division engineer on the Chesapeake and Ohio railroad, has been directed by Col. H. D. Whitcomb, formerly chief engineer of the same road, but now in the employment of the United States government, to begin a reconnaissance of the country between Clifton Forge, Alleghany county, and Lynchburg, with a view to ascertain its practical adaptation to the purposes of a double track freight railway. The government wishes to ascertain, by comparison, the value to the country of such double track freight railway and the James River and Kanawha canal.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific:													
1867.....	38,169	51,831	60,929	81,156	95,828	121,702	174,812	181,297	200,560	212,109	128,166	75,871	1,470,663
1868.....	64,463	86,937	96,481	106,835	164,720	259,590	251,832	262,770	296,422	286,562	342,743	2,300,787	5,900,882
1869.....	212,604	218,982	391,308	485,048	568,270	556,080	632,567	511,854	609,788	576,642	535,399	467,650	6,970,882
1870.....	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	9,795,116
1871.....	536,499	485,400	614,447	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872.....	592,223	571,836	675,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285,567	1,299,990	1,037,992	12,734,729
1873.....	862,860	691,015	939,778	1,129,460	1,373,675	1,301,202	1,214,551	1,258,500	1,392,125	1,423,875	1,296,812	1,072,750	13,938,969
1874.....	848,558	794,000	867,666	1,132,000	1,360,000	1,380,000	1,258,000	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1869.....	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506,823	468,212	397,515	340,851	4,681,563
1870.....	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871.....	353,235	342,369	384,909	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872.....	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,315	352,604	5,156,326
1873.....	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,558	564,633	410,907	344,046	5,497,541
Chicago and Northwestern:													
1869.....	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,568
1870.....	482,164	499,296	468,368	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490	11,632,739
1871.....	523,566	399,917	523,845	587,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1872.....	696,147	574,664	766,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1873.....	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,381,471
1874.....	892,093	830,287	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1,305,673	1,371,780	1,140,145	845,708	1,355,487	13,555,487
1875.....	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,064	773,494	12,203,405
1876.....	656,428	602,482	774,994	787,641	962,899	851,846	1,099,337	1,251,574	1,047,318	1,006,235	852,422	1,100,827	11,008,277
1877.....	774,856	714,122	846,394	900,370	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1878.....	752,468	765,249	872,258	1,034,023	1,256,072	1,309,578	1,240,987	1,284,091	1,071,448	1,451,827	1,039,309	1,019,501	13,816,465
1879.....	993,490	903,021	1,039,986	1,074,725	1,272,293	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cln. and Indianapolis:													
1869.....	204,112	180,840	239,522	247,661	241,456	259,408	253,387	341,783	320,025	293,615	271,555	242,621	3,095,965
1870.....	203,069	226,897	244,182	244,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871.....	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872.....	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	398,850	355,743	4,492,625
1873.....	363,921	415,043	448,924	413,443	456,489	411,260	393,066	465,503	466,796	423,893	327,804	322,596	4,887,448
1874.....	365,063	276,099	318,976	342,247	366,778	330,754	327,384	.....	.....	.....	.....	.....	.....
Erie:													
1871.....	1,055,469	971,193	1,201,500	1,253,955	1,443,272	1,656,415	1,720,078	1,564,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872.....	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,742,752	1,704,374	1,392,615	18,694,996
1873.....	1,329,505	1,329,422	1,515,382	1,541,958	1,754,821	1,711,593	1,685,384	1,774,570	1,918,247	1,882,421	1,560,023	1,625,129	19,631,781
1874.....	1,462,650	1,473,776	1,413,223	1,655,550	1,687,772	1,577,946	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1869.....	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	880,967	931,530	685,401	681,041	7,817,629
1870.....	659,138	624,693	709,645	668,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,977	8,823,481
1871.....	623,383	661,789	601,328	655,087	684,539	712,647	627,216	899,062	901,235	903,225	811,708	697,751	8,678,958
1872.....	624,744	579,617	563,598	620,228	713,162	718,732	707,992	836,041	890,287	753,184	755,436	688,131	8,041,142
1873.....	637,436	531,627	575,393	559,871	648,956	659,383	609,846	783,255	744,782	881,693	696,475	698,063	8,026,754
1874.....	602,241	597,429	690,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1875.....	611,491	538,668	567,554	580,921	647,892	678,728	624,191	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871.....	133,673	152,264	137,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321,518
1872.....	189,006	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	293,240	3,663,183
1873.....	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,610	265,217	201,462	.....
Lake Shore and Michigan Southern:													
1871.....	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,368,948	1,402,597	1,345,316	1,235,285	14,797,975
1872.....	1,239,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,558,424	1,483,480	17,691,629
1873.....	1,412,368	1,549,285	1,735,736	1,694,543	1,680,968	1,585,365	1,451,762	1,582,531	1,776,420	1,742,516	1,375,556	1,546,983	19,134,136
1874.....	1,519,249	1,305,132	1,371,645	1,593,827	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1871.....	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872.....	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,271	204,196	2,029,927
1873.....	169,843	161,132	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	150,301	2,126,876
1874.....	171,928	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869.....	384,120	320,636	386,527	411,514	403,646	366,623	329,950	553,569	473,546	490,772	448,419	374,542	4,744,164
1870.....	337,992	329,128	384,431	412,030	406,283	363,187	326,891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871.....	418,755	442,665	486,980	470,703	480,547	427,096	422,015	529,890	628,660	582,602	507,434	507,050	5,940,102
1872.....	411,113	384,058	449,453	455,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873.....	379,836	440,261	567,314	586,180	542,058	480,028	457,553	452,330	617,291	537,031	506,704	552,548	6,089,534
Milwaukee and St. Paul:													
1869.....	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,195	496,566	7,250,090
1870.....	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	888,318	908,313	791,014	529,758	7,420,421
1871.....	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872.....	460,986	387,565	426,223	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702,838	413,787	6,957,771
1873.....	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874.....	654,400	657,500	576,620	742,050	964,800	886,900	749,200	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869.....	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870.....	202,447	250,617	294,874	263,328	283,221	260,449	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871.....	212,005	219,504	319,765										

CITY PASSENGER RAILROAD SHARE AND BOND LIST

HORSE PASSENGER RAILROAD SHARE LIST

PASSENGER RAILROAD BONDS.

PASSENGER RAILROAD BONDS.														
Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.		Value of Shares.	
							Bonded Debt.	Floating Debt.	Gross.	Net.	P. C.	Par.	Paid.	Market.
Sept. 30, '73	9.50	114	40	Albany.....N.Y.	190,580	190,000	59,000		101,301	26,019	8	100	100	
Sept. 30, '73	1.04			Albany st. Freight (B'ton).Mass.	48,709	75,000			7,229	894		100	100	
Oct. 31, '73	25.00	440	78	Atlantic Avenue (Bklyn).N. Y.	725,723	680,000	456,800	32,206	266,857	42,314		100	100	
Sept. 30, '73	11.83	344	50	Avenue C (N. Y. City).N. Y.	540,360	500,000	900,000	109,019	230,082	32,540		100	100	
Dec. 31, '73	7.5	697	94	Baltimore City (Balt.).Md.	1,038,456	1,000,000		98,000			3	25	25	
Sept. 30, '73	22.01	400	50	Bleeker st. & F.F. (N.Y.C.).N.Y.	1,801,673	900,000	694,000	46,850	257,704	37,697		100	100	
Sept. 30, '73	4.63			Boston and Chelsea.....Mass.	110,000	110,000			8,800	7,789	7.7	100	100	
Sept. 30, '73	1.25			Boston & West Roxbury.Mass.	56,133	41,000						100	100	
Sept. 30, '73	13.88	264	50	Broadway (Brooklyn).N. Y.	378,029	200,000	100,000		180,504	43,404	12	100	100	
Sept. 30, '73	24.25	1098	135	B'dway & 7th Av. (N.Y.C.).N.Y.	3,847,159	2,100,000	1,500,000	200,000	920,158	284,449	6	100	100	
Sept. 30, '73	7.00			Brooklyn, Bath & Coney L.N.Y.	245,043	180,000	80,000		65,906	30,566		100	100	
Sept. 30, '73	81.50	1922	401	Brooklyn City.....N.Y.	2,424,800	2,000,000	300,000	90,000	1,496,294	306,196	14	100	100	
Sept. 30, '73	18.50	242	68	Brooklyn City & Newtown.N.Y.	513,273	300,000	400,000	32,353	197,186	66,122		100	100	
Sept. 30, '73	19.83	209	50	Brooklyn, Cross-Town.....N.Y.	663,517	300,000	400,000	40,765	167,843	27,229		100	100	
Sept. 30, '73	17.64	302	83	Buffalo street.....N.Y.	525,984	100,000	421,119	86,276	324,205	137,407		100	100	
Sept. 30, '73	11.13	142	26	Bushwick (Brooklyn).N.Y.	389,971	300,000	102,000	2,628	44,408			100	100	
Sept. 30, '73	29.19			Cambridge (Boston).Mass.	800,500	800,500	150,000		73,486	73,486	9	100	99 1/2	
Sept. 30, '73	1.70	22	4	Central City (Syracuse).N.Y.	29,473	21,130	6,000		20,164	14,094	12	100	100	
Sept. 30, '73	24.00	100	128	Cent. P. & N.E.R. (N.Y.C.).N.Y.	1,948,585	1,667,700	1,200,000	8,857	909,098	342,290		100	100	
Oct. 31, '73	9.00	208	40	Citizens' (Pittsburg).Pa.	270,671	184,000			184,298	78,365	16	50	46	
Oct. 31, '73	7.25	350	50	Citizens' (Phila.).Pa.	212,320	192,750			300,145	95,884	17 1/2	50	19 1/2	
Sept. 30, '73	20.40	240	24	Coney Island (Brooklyn).N.Y.	698,806		369,000	39,924	221,891	61,196		100	100	
Sept. 30, '73	10.70	100	127	Dry Dock, E.B. & B. (N.Y.C.).N.Y.	2,090,847	1,200,000	1,000,000		1,276,623	640,633	8	100	100	
Sept. 30, '73	3.50	12	3	Dunkirk and Fredonia.....N.Y.	43,609	35,100			4,111	4,111		100	100	
Oct. 31, '73	1.62	14	4	Easton and S. Easton.....Pa.	25,962	29,562			10,946	3,320		100	100	
Sept. 30, '73	9.50	1002	120	Eight Avenue (N.Y. City).N.Y.	1,683,574	1,000,000	203,000	66,200	798,040	149,554	12	100	100	
Oct. 31, '73	2.32	24	6	Erie City.....Pa.	36,997	19,807	20,000	2,341	13,287	2,184		100	100	
Oct. 31, '73	5.50	60	23	Federal St. & Pl. Val. (Pbg.).Pa.	132,842	66,250	90,000		45,735	9,000		100	100	
Sept. 30, '73	2.60	18	6	Fifth Ward (Syracuse).N.Y.	44,766	29,335	10,000		13,699	1,673		100	100	
Sept. 30, '73	10.26	491	68	42d st. & G'd st. F. (N.Y.C.).N.Y.	1,054,679	748,000	236,000	2,150	586,757	293,048	9	100	100	
Oct. 31, '73	17.04	389	59	Frankford & Southwark (Ph.).Pa.	844,171	498,200	290,500	29,301	412,325	91,138	10	50	50	
Sept. 30, '73	4.00	26	5	Germantown & Water St. (Syr.).N.Y.	67,017	42,500	14,200		31,589	19,095	5	100	100	
Oct. 31, '73	33.75	380	64	Germantown (Phila.).N.Y.	562,270	307,545	350,000		405,614	97,884	6	50	31	
Sept. 30, '73	7.75	182	37	G'd st. & Newtown (Bk'n).N.Y.	310,443	170,000	90,000	12,378	107,824	22,093		100	100	
Sept. 30, '73	8.00	200	40	G'd St. Prop. Pk. & Flatb. N.Y.	437,011	200,000	200,000	37,028	80,098	1,016		100	100	
Oct. 31, '73	7.25	200	42	Green and Coates st. (Phila.).Pa.	244,441	150,000	100,000		180,268		4	50	30	
Oct. 31, '73	2.12	10	4	Harrisburg City.....Pa.	60,250	41,994	12,500	1,604	7,185			100	100	
Sept. 30, '73	11.95	140	20	Harlm. Br. Morr. & F'dham.N.Y.	287,302	29,100	135,000		80,000	18,391		100	100	
Oct. 31, '73	11.00	378	60	Hest. Mant. & F'mont (Ph.).Pa.	388,466	299,423	100,000	27,000	292,610	71,442	9	50	50	
Sept. 30, '73	6.25	92	26	Jamaica, Woodh' & Bklyn.N.Y.	100,000	100,000			23,132	1,970		100	100	
Sept. 30, '73	3.25	33	9	Kingston and Rondout.....N.Y.	83,285	75,000			24,792	5,161	5	100	100	
Oct. 31, '73	5.01	117	20	Lombard and South st. (Ph.).Pa.	170,402	105,000	62,500		99,104	35,905	10	25	12 1/2	
Sept. 30, '73	4.04	50	12	Lowell House.....Mass.	81,704	80,000			34,127	2,697		100	100	
Sept. 30, '73	11.62	239	35	Lynn and Boston.....Mass.	277,581	260,500	50,000	43,097	104,270			100	100	
Sept. 30, '73	3.60			Malden and Melrose (B'tn).Mass.	60,246	165,500	75,000					100	100	
Sept. 30, '73	3.46			Medford & Charleat. (B'tn).Mass.	34,600	21,000	5,000		2,240	819		100	100	
Sept. 30, '73	5.26	65	15	Merrimac Valley.....Mass.	34,545	50,000			34,545	656	4	100	100	
Sept. 30, '73	46.29	1220	204	Metropolitan (Boston).Mass.	2,371,609	1,500,000	589,390	159,822	982,854	91,633	3	100	100	
Sept. 30, '73	16.24	285	53	Middlesex (Boston).Mass.	679,675	400,000	184,500		5,496	2,400	16	100	100	
Sept. 30, '73	1.76	4	2	Mohawk and Ilion.....N.Y.	17,500	15,000			64,602			100	100	
Sept. 30, '73	4.00			New York Elevated.....N.Y.	1,500,000	754,200		91,848	95,704	3,762		100	100	
Sept. 30, '73	6.10	220	27	Ninth Avenue (N. Y. City).N.Y.	999,109	797,320	207,000	13,848	95,704	3,762		100	100	
Sept. 30, '73	3.21	10	2	Northampton & W'mburg.Mass.	50,000	50,000		6,499	5,832			100	100	
Sept. 30, '73	10.88	126	30	North 2d St. & Middle Vil. N.Y.	200,765	134,500	25,000	45,457	65,641	570		100	100	
Sept. 30, '73	2.74	7	2	North Woburn (Boston).Mass.	35,310	20,800			1,924	1,879		100	100	
Dec. 31, '73	11.71	191	42	Orange and Newark.....N.J.	1,038,756	290,300	700,000	123,556	210,171	15,955		100	100	
Sept. 30, '73	14.40	142	37	Park Avenue (Brooklyn).N.Y.	369,425	200,000	200,000	77,000	126,727	42,908		100	100	
Oct. 31, '73	9.64	40	17	Peoples' street (Scranton).Pa.	140,387	125,000			36,447	13,407	4	100	100	
Oct. 31, '73	15.00	396	75	Philadelphia City (C. & W.).Pa.	454,397	225,000	200,000	39,397	347,282	118,632	10	50	50	
Oct. 31, '73	6.00	60	16	Philadelphia and Darby.....Pa.	257,000	200,000					4	20	20	
Oct. 31, '73	13.07	114	23	Philadelphia & Gray's Ferry.Pa.	299,127	201,175		6,500	124,472	38,750	10	50	29 1/2	
Oct. 31, '73	8.75	116	37	Pbg., Allegheny & Manchest.Pa.	161,752	200,000	43,000	336	149,066	54,721	10	50	50	
Oct. 31, '73	6.60	100	16	Pittsburg and Birmingham.Pa.	136,239	120,000	50,000	11,549	71,062	650		100	100	
Oct. 31, '73	7.50	72	15	Pbg. Oakland & E. Liberty.Pa.	125,449	130,000	50,000	22,636	42,949	6,359		100	100	
Oct. 31, '73	4.50	85	19	Pittsburg and Ormsby.....Pa.	83,487	100,000	40,000	1,616	37,238			100	100	
Sept. 30, '73	6.00	42	11	Poughkeepsie City.....N.Y.	121,706	72,250	26,000	28,500	21,539	1,801		100	100	
Oct. 31, '73	13.50	254	40	Ridge Avenue (Ph.).Pa.	414,512	336,000	85,000	4,772	244,658	65,485	3	50	28	
Sept. 30, '73	12.00	120	27	Rochester and Brighton.....N.Y.	192,596	70,000	30,000	35,500	118,947	60,951	10	100	100	
Sept. 30, '73	7.84	51	20	Salem street.....Mass.	208,735	150,000	35,900	1,800			6	100	100	
Oct. 31, '73	3.47													

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq.* 100	13,280,000	J. & J.	July '74 3d	Long Island 50	3,000,000	M. & S.	May '73 10s	Vermont and Mass. 100	\$2,800,000	A. & O.	Apl. '74 1
Allegheny Valley 50	2,263,350	J. & J.	July '73 4	Louisv., Cin. and Lex. 50	1,823,483	J. & J.	July '69 3	Warren (N. J.) 100	1,800,000	J. & D.	Dec. '73 3d
Atlanta and West Point 100	1,232,200	J. & J.	July '73 4	" pref. 100	848,700	J. & J.	Jan. '74 4d	Warwick Valley 100	225,000	A. & O.	Apl. '72 2d
Atlantic and Gulf 100	3,693,200	— & —	—	Louisville & Nashville 100	8,980,600	F. & A.	Feb. '74 4	West Jersey 100	1,559,750	F. & A.	Feb. '74 4
" guar. 100	786,476	M. & N.	Nov. '73 3d	Louisv., N. Alb. & Chi. 100	3,000,000	J. & D.	Dec. '70 3	Winchester & Potomac 100	180,000	J. & J.	July '74 3
Atlantic and St. Law.* 100	39,494,900	M. & S.	Sept. '73 2	Lowell and Lawrence 100	200,000	A. & O.	Apl. '74 3	Winchester & Strasburg 100	500,000	J. & J.	July '74 3d
" new 1876 100	1,500,000	— & —	—	Lykens Valley 20	600,000	F.M.A.N.	Feb. '73 2d	Worcester and Nashua. 75	1,400,555	J. & J.	July '74 3d
Avon, Genesee & Mt. M.* 100	104,250	A. & O.	Oct. '72 1	Macon and Western 100	2,500,000	J. & J.	July '73 5	HORSE-POWER R. R.			
Baltimore and Ohio 100	13,161,962	M. & N.	May '74 5	Maine Central 100	3,400,500	— & —	—	Albany City 100	110,300	— & —	— 2d
Washington Br. 100	1,650,000	A. & O.	Apl. '74 5	Manchester and Law. 100	1,000,000	M. & N.	May '74 5	Baltimore City 100	80,000	— & —	Jan. '74 3
Parkersburg Br. pref. 50	5,680,685	— & —	—	Marietta & Cincinnati 50	1,372,891	— & —	—	Bleecker St. & F. Ry. (N.Y.) 100	900,000	— & —	—
Berkshire 100	600,000	J.A.J.O.	July '74 1d	" " 2d pref. 50	8,130,719	M. & S.	Sept. '66 3s	Boston and Chelsea 100	110,000	A. & O.	Apl. '74 4
Blossburg & Corning.* 50	250,000	J. & D.	Dec. '72 2d	Massachusetts 100	4,400,368	M. & S.	Sept. '66 3s	Broadway (Brooklyn) 100	200,000	J.A.J.O.	Apl. '73 3
Boston and Albany 100	19,684,100	M. & N.	May '74 5	Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3	Broadway & 7th Av. (N.Y.) 100	2,100,000	J. & D.	Jun. '70
Bos., Cin. & Fitchb. pref. 100	633,200	— & —	—	Michigan Central 100	18,728,204	J. & J.	Jan. '73 4s	Brooklyn City & Newt. 100	1,500,000	F.M.A.N.	May '74 3
Agricultural Br. guar. 100	60,000	J. & D.	June '74 3	Mill Creek & Minehill* 50	323,375	J. & J.	July '74 5	Brooklyn City & Newt. 100	600,000	J. & J.	July '70
Boz., Conn. & Mont. pref. 100	800,000	M. & N.	May '74 3	Milwaukee and St. Paul 100	15,399,261	J. & J.	Dec. '70 7s	Brooklyn and Jamaica 100	488,100	— & —	—
Boston and Lowell 500	2,852,900	J. & J.	July '74 3d	" pref. 100	12,274,483	F. & A.	Aug. '74 3d	Bushwick (Brooklyn) 100	392,000	J. & J.	July '71 3d
Boston and Maine 100	6,616,807	M. & N.	May '74 4	M. Hill & Schuyt. Hav.* 50	3,856,450	J. & J.	July '74 3d	Cambridge 100	727,800	A. & O.	Apl. '74 4d
Boston and Providence 100	3,950,000	M. & N.	May '74 5	Morris and Essex* 60	14,008,100	J. & J.	July '74 3d	Can. Park N. & E. Riv. 100	1,068,400	A. & O.	Oct. '67 2d
Buffalo, N. Y. & Erie* 100	960,000	F. & A.	Feb. '74 3d	Nashua and Lowell 100	800,000	M. & N.	May '74 5	Citizens (Phil.) 50	600,000	J. & J.	July '74 9
Burlington and Mo. Riv. 100	5,638,000	M. & S.	Mar. '74 5	Naugatuck 100	1,881,900	F. & A.	Aug. '74 6d	Citizens (Phg.) 50	200,000	M. & N.	Nov. '71 7
" pref. 100	1,485,900	J.A.J.O.	July '74 2d	Norfolk and Valley 50	1,000,000	M. & S.	Mar. '74 5	Coney Island & Brookl. 100	500,000	— & —	—
Camden and Amboy* 100	5,847,800	J. & J.	July '74 2d	Newark and N. York* 100	977,400	J. & J.	Jan. '74 3d	D. Dock E. B'dw. & Bat. 100	1,200,000	F.M.A.N.	Feb. '74 2
Camden and Atlantic 50	379,020	— & —	—	N. Bedford 100	1,678,500	M. & N.	May '74 4	Elizabethtown (N.Y.) 100	1,000,000	J.A.J.O.	Oct. '71 3
" pref. 50	752,760	— & —	—	N. Castle & Beaver Val.* 50	1,800,000	J.A.J.O.	Apl. '74 2d	Elizabeth and Newark 100	200,000	— & —	— 3
Cape Cod 100	1,020,350	J. & J.	Jan. '72 2d	N. Haven & Northamp. 100	605,000	J. & J.	Sept. '73 3	42nd St. & G. St. Ferry 100	748,000	J. & J.	July '74 3d
Cape May and Millville 50	447,000	J. & D.	Dec. '73 3	New Jersey* 100	7,295,200	J.A.J.O.	July '74 2d	Frank & Southw. (Ph.) 50	491,750	J. & J.	July '74 5
Catawba & Fagelsv. 50	425,900	Novemb.	Nov. '71 6	New London Northern 100	1,418,800	J. & J.	July '74 4	German town (Ph.) 50	1,000,000	J. & J.	July '74 3
Catawissa 100	1,159,500	M. & N.	May '74 3d	N. Y. Cen. & Hudson R. 100	89,423,330	A. & O.	Apl. '74 4	Girard College (Ph.) 50	500,000	J. & J.	July '71 3
" pref. 100	2,200,000	J. & J.	July '74 5	New York and Harlem 100	5,600,000	J. & J.	July '74 4	Grand St. and Newton 100	170,000	J. & J.	July '71 2
Cayuga and Susq.* 50	589,110	M. & N.	May '74 4	" pref. 100	1,500,000	J. & J.	July '74 5	Green & Coates St. (Ph.) 50	600,000	J. & J.	July '74 4
Cedar Rapids & Mo. R.* 100	6,850,400	F. & A.	Aug. '74 3d	N. Y., N. H. & Hart. 100	15,500,000	J. & J.	July '74 6	Heston, Mantau & Farm. 50	2,050,000	J. & J.	July '74 1d
" pref. 100	769,600	J. & J.	July '73 5	N. Y., Provid. & coston. 100	2,000,000	J.A.J.O.	July '74 2d	Lomb. & South St. (Ph.) 25	105,000	A. & O.	Oct. '71 6
Central of Georgia 100	4,666,800	J. & J.	July '74 2d	N. B. Bridge & Canand 100	1,000,000	J. & J.	July '74 5	Lynn and Boston 100	200,000	— & —	—
Central of New Jersey 100	20,000,000	J.A.J.O.	July '74 2d	North Carolina* 100	4,000,000	Irregular.	Jan. '73 5	Malden and Morese 100	200,000	— & —	—
Central Ohio* 50	2,425,000	J. & D.	June '74 3	N. Eastern (N.C.) pref. 100	111,000	M. & N.	May '67 4	Metropolitan (Boston) 50	1,500,000	M. & N.	July '74 3d
" pref. 50	400,000	J. & D.	June '74 3	North Pennsylvania 50	3,473,500	January.	Jan. '74 5d	Middlesex (Boston) 100	400,000	A. & O.	Apl. '73 4
Central Pacific 100	54,275,500	Aug. '74 5d	—	Northern Central 50	5,842,000	M. & N.	July '74 3d	Ninth Avenue (N. Y.) 100	797,320	— & —	—
Chemung* 100	280,000	J.A.J.O.	Oct. '73 1d	Northern New Jersey* 100	1,000,000	J. & D.	July '74 4	Orange and Newark 100	282,555	— & —	—
Chesapeake and Ohio 100	2,100,000	J. & J.	July '74 2	N. Y. and Hudson R. 100	1,000,000	J. & J.	July '74 4	Philadelphia City 50	750,000	J. & J.	July '74 5
Chesapeake and Potomac 100	9,929,900	M. & S.	Sept. '74 5	Norfolk and Worcester* 100	2,823,400	J. & J.	July '74 5	Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Chicago and Alton 100	2,425,400	M. & S.	Sept. '74 5	Ogdensb. & L. Champ. 100	2,077,800	A. & O.	July '74 2	Phila. and Grey's Ferry 50	284,775	J. & J.	July '74 2d
Chicago, Bari. & Quincy 100	19,897,000	M. & S.	Sept. '74 5	" pref. 100	2,000,000	A. & O.	Apl. '74 4	Phg. Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Chicago, Iowa & Nebras.* 100	3,916,300	J. & J.	July '74 4	Ohio and Mississippi 100	19,995,847	J.A.J.O.	Dec. '72 3d	Second Avenue (N.Y.) 100	888,100	J.A.J.O.	Oct. '73 2
Chicago & N. Western 100	14,993,000	J. & D.	Dec. '73 3	" pref. 100	4,024,474	J. & D.	Dec. '72 3d	Second & Third St. (Ph.) 10	960,000	J. & J.	July '74 6
" pref. 100	21,434,113	J. & J.	July '73 3d	Oil Cr. & Allegheny R. 50	4,259,450	J.A.J.O.	Jan. '74 5	17th & 19th streets (Ph.) 50	500,000	J. & J.	July '74 2
Chicago, R. I. & Pacific 100	19,000,000	A. & O.	Apl. '74 4	Old Colony & Newport 100	6,297,900	J. & J.	July '74 3d	Sixth Avenue (N. Y.) 100	750,000	M. & N.	May '71 5
Cin., Ham. & Dayton 100	3,500,000	A. & O.	Apl. '73 4	Oswego and Syracuse* 100	482,400	F. & A.	Feb. '74 1	Third Avenue (N. Y.) 100	1,170,000	F.M.A.N.	May '73 3
Cin., Sand. and Cleve.* 50	2,980,550	— & —	—	Pacific of Missouri 100	3,635,750	J.A.J.O.	July '74 1d	13th & 15th street (Ph.) 50	1,000,000	J. & J.	July '74 1d
" pref. 50	429,046	M. & N.	May '74 2	Panama 100	7,000,000	J.A.J.O.	July '74 3	Somerville (Boston) 100	75,000	J. & N.	May '74 5
Clev., Col. Cin. & Ind. 100	14,991,275	F. & A.	Aug. '74 4	Paterson and Hudson* 100	630,000	J. & J.	July '74 4	South Boston 50	400,000	J.A.J.O.	July '74 2d
Cleveland & Mahoning* 50	2,057,569	M. & N.	May '74 3d	Paterson and Newark* 100	500,000	J. & J.	—	Union (Boston) 100	200,000	J.A.J.O.	July '72 1d
Cleveland & Pittsburgh* 50	11,236,150	F.M.A.N.	Aug. '74 1d	Paterson and Ramap. 100	248,000	J. & J.	Jan. '74 4	Union (Phila.) 50	400,000	J. & J.	July '74 8
Col. Cin. & Ind. Cen.* 50	13,000,000	— & —	—	Pemb. & Hightstown* 50	342,150	J. & J.	Jan. '74 3	West Philadelphia 50	400,000	J. & J.	July '74 10
Columbus and Xenia* 50	1,788,800	M.J.S.D.	June '74 2	Pennsylvania 60	63,144,475	M. & N.	May '67 4	CANALS.			
Colum. & Hocking Val. 100	2,500,000	F. & A.	Feb. '74 5	Peoria & Bureau Val.* 100	1,200,000	F. & A.	Feb. '74 4	Chesapeake & Delaware 50	1,983,563	J. & D.	June '73 3
Concord 100	1,000,000	M. & N.	May '74 5	Philadelphia and Erie* 100	6,004,300	J. & J.	July '74 4	Chesapeake and Ohio 25	8,229,590	— & —	—
Concord and Port. 100	350,000	J. & J.	July '74 3d	" pref. 50	2,400,000	M.J.S.D.	June '74 3	Chesapeake Division 50	1,633,350	F. & A.	Aug. '74 4
Conn. & P. & N. p. Riv. 10	2,100,000	F. & A.	Aug. '74 3	Phil. Ger. & Norristown 50	32,684,375	J.A.J.O.	July '74 2d	Delaware and Hudson 100	15,000,000	F. & A.	Aug. '74 6
Connecticut River 100	1,950,000	J. & J.	July '74 3	Philadelphia & Reading 50	3,626,375	J.A.J.O.	July '74 2d	Delaware and Radon* 100	5,847,400	J.A.J.O.	July '74 2d
Cumberland Valley 50	1,494,250	A. & O.	Apl. '74 4	" pref. 50	1,551,800	J.A.J.O.	July '74 2d	Erie of Pennsylvania 50	64,000	— & —	—
Cumbarland and N. W. 50	600,000	M. & N.	Nov. '73 5	Phila. and Trenton* 100	1,259,100	J.A.J.O.	July '74 2d	Lehigh Coal & Navigat. 50	9,390,350	J.S.D.M.	June '74 2
Danbury and Newfal. 50	1,230,941	J.A.J.O.	July '74 2d	Phila. Wil. & Balt. 50	11,485,750	J. & J.	July '74 4	Monongahela Navigat. 50	1,003,500	J. & J.	June '73 3
Del., Lackaw. & Westn. 50	18,568,850	J.A.J.O.	July '74 2d	Pittsb., Ft. W. & Chi.* 100	19,714,285	J.A.J.O.	Apl. '74 1d	Morris (consolidated) 100	1,025,000	F. & A.	Aug. '72 2
Detroit & Milwaukee* 50	822,140	— & —	—	" Special Imp. 100	2,000,000	J.A.J.O.	Apl. '74 1d	" (pref. 100)	1,175,000	F. & A.	Aug. '72 6
" pref. 50	2,095,000	J. & J.	Dec. '69 7	Pittsfield & N. Adams 100	460,000	J. & J.	July '74 3	Pennsylvania 50	4,337,950	F. & A.	—
Dubuque & Sioux City* 100	5,000,000	A. & O.	Apl. '74 3	Portland and Kennebec 100	616,700	J. & J.	July '74 3	Schuyt. Nav. (common)* 50	1,908,207	F. & A.	July '74 30s
East Pennsylvania* 100	1,509,200	J. & J.	July '74 3	Yarmouth certificates 100	202,400	A. & O.	Apl. '72 3	" (pref. 50)	2,888,977	F. & A.	July '74 60s
East Mahoning* 50	392,950	J. & J.	July '74 3	Portl., Saco & Portl. 100	1,500,000	J. & J.	Jan. '74 5	Susq. and Tide Water 50	2,002,746	— & —	—
Eastern (Mass.) 100	4,202,600	J. & J.	July '73 3	Providence & Worcester 100	2,000,000	J. & J.	July '74 6	Union 50	2,907,850	— & —	—
Eastern (N. H.) 100	492,500	F. & A.	Feb. '74 2d	Raleigh and Gaston 100	1,500,000	J. & J.	July '74 4	W. Branch and Susq. 50	1,100,000	J. & J.	Jan. '68 -
Edinra, J. & Canand 100	800,000	F. & A.	Feb. '74 2d	Rensselaer & Saratoga* 100	6,000,000	J. & J.	July '74 4	MISCELLANEOUS.			
Edinra & Williamsport 50	500,000	M. & N.	May '74 2d	Roch. & Genesee Val.* 100	567,500	— & —	—	Adams Express 100	10,000,000	M.J.S.D.	Sept. '74 2
" pref. 50	500,000	J. & J.	July '74 3d	Rome, Watert. and Ogd. 100	2,998,900	J. & J.	July '74 3d	American Coal 25	1,500,000	M. & S.	Mar. '74 4
Erie Railway 100	78,000,000	— & —	—	Rutland* 100	2,700,000	— & —	—	Am. Merch. Union Exp. 100	18,000,000	J. & J.	July '73 3
" pref. 100	8,539,910	— & —	—	" pref. 100	4,300,000	F. & A.	Aug. '74 3d	Ashburton Coal 50	2,500,000	J. & D.	Dec. '68 4
Erie and Pittsburgh 50	1,090,250	M.J.S.D.	Mar. '74 1d	St. Croix and Penobscot 100	100,000	J. & J.	July '71 2	Atlantic Mail Steamship 100	4,000,000	M.J.S.D.	Dec. '67 2d
Fitchburg 100	4,000,000	J. & J.	July '74 4	St. L., Alb. & T. Route 100	2,300,000	— & —	—	Brunswick City 100	1,000,000	— & —	—
Georgia 100</											

	Amounts outstanding.	Interest.				Market Price.		Amounts outstanding.	Interest.				Market Price.
		Rate.	Payable.	WHEN PAY-ABLE.	Rate.				Payable.	WHEN PAY-ABLE.			
National Securities, Aug. 1, 1874.													
Loan of June 14, 1858.....registered	\$260,000	5	Jan. & July.	1874	1174		Maine—(\$7,138,400):	222,000	6	Various.	74-78	100	
Loan of February 8, 1861.....registered	13,783,000	6	Jan. & July.	1880	1174		.. Civil Loan Bonds, 1856-'61.....	3,832,500	6	Various.	80-89	100	
.. coupon	4,632,000	6	Jan. & July.	1880	1174		.. War and Bounty Bonds, 1863 and '64.....	3,083,900	6	Various.	80-89	100	
Oregon War Bonds of March 2, 1861.....coupon	945,000	6	Jan. & July.	1881	1174		.. War (Municipal Equalization).....		6	April & Oct.	1889		
Loan of July 17, and Aug. 5, 1861.....registered	125,804,550	6	Jan. & July.	1881	1174		Maryland—(\$10,741,215):	5,709,639	5	J. A. J. & O.	1890	80	
.. coupon	63,516,800	6	Jan. & July.	1881	118		.. Bonds to R. R. and Canals.....	828,222	6	"	1890	100	
Loan of Feb. 25, 1862 (5-20s).....registered	16,571,600	6	May & Nov.	1882	113		.. Bonds to R. R. and Canals.....	269,000	6	"	1890		
.. coupon	150,688,100	6	Jan. & July.	1882	112		.. Defense and Bounty Bonds.....	3,072,053	6	Jan. & July.	1883	107	
Loan of March 3, 1863.....registered	53,636,350	6	Jan. & July.	1881	1174		.. State Loans, 1870 and 1872.....	799,066	6	"	85-87		
.. coupon	21,363,650	6	May & Nov.	1881	118		Massachusetts—(\$28,477,804):	750,000	5	Various.	74-86		
Loan of March 3, 1864 (5-20s).....registered	946,000	6	Jan. & July.	1884	114		.. State (public works) scrip.....	2,758,000	6	Jan. & July.	74-78		
Loan of June 30, 1864 (5-20s).....registered	20,227,250	6	"	1884	114		.. Union Fund Loan, 1861.....	600,000	6	"	77-78		
.. coupon	33,018,950	6	"	1884	115		.. Union Fund Loan, 1862.....	888,000	6	"	1883		
Loan of March 3, 1865 (5-20s).....registered	33,730,200	6	May & Nov.	1885	115		.. Coast Defense Loan, 1863.....	8,578,244	5	May & Nov.	83-94		
.. coupon	118,804,150	6	Jan. & July.	1885	116		.. Bounty Loan Bonds, 1863 and 1864.....	999,944	5	Mar. & Sept.	1888		
.. 2d series (5-20s).....registered	56,935,950	6	Jan. & July.	1885	115		.. War Loan (currency).....	10,305,532	6	April & Oct.	88-93		
.. coupon	145,727,150	6	Jan. & July.	1885	116		.. Railroad and Tunnel Bonds.....	400,000	6	Jan. & July.	1877		
.. 3d series (5-20s).....registered	87,876,500	6	Jan. & July.	1887	117		.. Norwich and Worcester R. R. Bonds.....	3,699,024	6	"	1900		
.. coupon	222,746,450	6	Jan. & July.	1887	117		.. B. H. & Erie R. R. Bonds.....						
.. 4th series (5-20s).....registered	23,949,500	6	Jan. & July.	1888	116		Minnesota—(\$250,000):	250,000	7	Jan. & July.	77-79		
.. coupon	141,284,400	6	Mar. & Sept.	1904	110		.. State Buildings Loan 1867 and 1869.....	439,000	6	Jan. & July.	82-90		
Loan of March 3, 1864, (10-40s).....registered	53,345,250	5	F. M. A. & N.	1881	113		.. State (funding) Bonds, 1867-'68.....	2,727,000	6	"	87-88	92	
Consols of July 14, '70 & Jan. 20, '71.....registered	178,958,750	5	F. M. A. & N.	1881	112		.. Railroad Loan Bonds, 1854-'66.....	12,801,000	7	"	74-86	93	
.. coupon	137,239,150	4	F. M. A. & N.	1886			.. Railroad Bonds, guaranteed 1856-'66.....	1,589,000	6	"	76-91	100	
Consols registered		4	F. M. A. & N.	1886			.. State Institutions Loans.....	1,301,000	6	"	var.		
Consols registered		4	F. M. A. & N.	1901			New Hampshire—(\$3,914,166):	614,000	6	Jan. & July.	69-78		
Debt matured and without interest.....(var.)	2,740,830	3	Due.	1901			.. War Loan Bonds, of 1861.....	600,000	6	Mar. & Sept.	84-89	100	
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	4	Irred.	1875			.. War Loan Bonds, of 1864.....	494,500	6	April & Oct.	73-74		
Certificate of Indebtedness 1870.....(currency)	675,000	6	Jan. & July.	96-'99	117								

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Brunswick and Albany:						
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	....	1st Mort.(gold)end. by Ga. tax fr.	\$3,630,000	6	April & Oct.	New York.	1908	....
Alabama Central:							2d Mort. sinking fund gold.....	2,350,000	7*	" "	" "	1893	....
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	Buffalo, Bradford and Pittsburg:						
Alabama and Chattanooga:							General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
1st Mortgage, guar. by Ala.....	16,000pm	8*	Jan. & July.	New York.	1889	....	Buffalo, Corry and Pittsburg:						
2d Mortgage.....	9,000pm	8	" "	" "	1889	....	1st Mortgage.....	700,000	7	March & Sept.	New York.	1886	....
Alabama and Georgia:							Buffalo, New York and Erie:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	86 1/2
Albany and Susquehanna:							Buffalo, New York & Phila.:						
1st Mortgage.....	1,800,000	7	Jan. & July.	New York.	1888	105 1/2	1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1896	....
2d Mortgage.....	2,000,000	7	April & Oct.	" "	1885	101	Burlington, Cedar Rapids & Minn.:						
3d Mortgage.....	399,000	7	May & Nov.	" "	1881	92 1/2	1st Mortgage coin or stg skg f'd.....	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	56
Albany Loan.....	1,000,000	6	" "	Albany.	1896	....	Burlington and Missouri River:						
Alexandria and Fredericksburg:							Land and R. R. Mortgage.....	5,058,350	7	April & Oct.	Boston.	1893	98
1st Mortgage.....	1,000,000	7	June & Dec.	New York.	1896	....	Stock Bonds pref. 2d lien.....	600,000	7	Jan. & July.	" "	1875	98 1/2
Allegheny Valley:							Stock Bonds pref. 3d lien.....	1,200,000	8	" "	" "	1878	....
General Mortgage.....	4,000,000	7 1/2	Jan. & July.	New York.	1896	89	Stock (common) Bonds.....	980,000	8	April & Oct.	" "	1879	97 1/2
Special Mortgage to Penna.....	3,500,000	6	" "	Harrisburg.	....	87 1/2	Stock (common) Bonds.....	899,500	8	Jan. & July.	" "	1894	98 1/2
Androscoggin:							Stock (common) Bonds.....	1,377,940	8	" "	" "	1889	....
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Burlington & Mo. Riv. in Neb.:						
Arkansas Central (narrow gauge):							1st Mortgage convertible.....	5,587,971	8	Jan. & July.	Boston.	1894	98 1/2
1st Mortgage.....	8,000pm	8*	Jan. & July.	New York.	1891	....	Burlington and Southwestern:						
Atchison and Nebraska:							1st Mortgage.....	20,000pm	8	May & Nov.	Boston.	1895	50
1st Mortgage.....	3,500,000	8	Jan. & July.	Boston.	1891	43 1/2	Cairo and Fulton (Arkansas):						
Atchison, Topeka and Santa Fe:							1st Mort. (R.R. & lands) S.F. gold	8,000,000	7*	Jan. & July.	New York.	1891	85
1st Mortgage (gold).....	15,000pm	7*	Jan. & July.	Boston.	1899	60 1/2	Cairo and St. Louis (3 ft. gauge):						
2d Mortgage (gold).....	7,500pm	7*	April & Oct.	" "	1902	....	1st Mortgage.....	2,250,000	7	April & Oct.	New York.	1901	....
Atlanta and Richmond Air Line:							Cairo and Vincennes:						
1st Mortgage (guar. by Ga.).....	16,000pm	8	Jan. & July.	New York.	1900	64	1st Mortgage, gold.....	3,500,000	7*	April & Oct.	New York.	1901	....
Atlantic and Great Western:							California Pacific:						
1st Mortgage (gold).....	18,000,000	7*	Jan. & July.	London.	1902	....	1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage (gold).....	12,000,000	7*	March & Sept.	" "	1902	....	Camden and Atlantic:						
3d Mortgage (gold) Income.....	29,000,000	7*	May & Nov.	" "	1902	....	2d Mortgage of 1884.....	500,000	7	April & Oct.	Camden.	1879	99 1/2
Atlantic and Gulf:							Camden and Burlington County:						
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....	Consolidated 1st Mortgage.....	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	90
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....	Canada, Michigan and Chicago:						
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....	1st Mort. (skg fd) for \$2,750,000.....	....	7	" "	New York.	....	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....	Canada Southern:						
Atlantic and Lake Erie:							1st Mort (skg fd) g'd for \$9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	54 1/2
1st Mort. (gold) for \$5,000,000.....	....	7*	Jan. & July.	New York.	1901	....	Carthage & Burlington (C.B. & Q.):						
Atlantic, Miss. and Ohio (428 m.):							1st Mortgage guar. and tax free.....	600,000	8	May & Nov.	New York.	1879	..
1st Mortgage for \$15,000,000.....	....	7	Jan. & July.	New York.	1901	....	Catawissa:						
Atlantic and North Carolina:							1st Mortgage (old).....	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mortgage (new).....	1,300,000	7	" "	" "	1900	100
Atlantic and Pacific:							Chattel Mortgage.....	155,350	6	" "	" "	'80-'89	61
Land Mortgage gold bonds.....	3,000,000	6*	Jan. & July.	New York.	1888	....	Cazenovia and Canastota:						
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....	1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1890	....
Atlantic and St. Lawrence:							Cedar Falls and Minnesota:						
1st Mortgage (sterling) of 1853.....	484,000	6*	May & Nov.	London.	1878	....	1st Mort. (C. F. to Waverly).....	294,000	7	April & Oct.	New York.	1884	....
2d Mortgage (sterling) of 1854.....	1,499,968	6*	April & Oct.	" "	1884	....	1st Mort. (W. to Minn. Line).....	1,377,000	7	Jan. & July.	" "	1907	77
3d Mortgage (sterling) of 1871.....	712,932	6*	May & Nov.	" "	1891	....	Cedar Rapids & Mo. Riv. (C&N.W.):						
Bald Eagle Valley:							1st Mortgage 1st Div. \$10,000pm	700,000	7	Feb. & Aug.	New York.	1891	83
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage 2d Div. \$10,000 p.m.	582,000	7	" "	" "	1894	87 1/2
2d Mortgage.....	100,000	7	" "	" "	1884	....	1st Mortgage 3d Div. \$16,000 p.m.	2,332,000	7	May & Nov.	" "	1916	85 1/2
Baltimore and Ohio:							Central Branch Union Pacific:						
Loan of 1855-'75.....	857,250	6	Jan. & July.	Baltimore.	1875	100 1/2	1st Mort. (Atch. & Pike's Peak).....	1,600,000	6*	May & Nov.	New York.	1895	....
Loan of 1856-'80.....	579,500	6	" "	" "	1880	100	2d Mortgage Govern't subsidy.....	1,600,000	6	Jan. & July.	" "	1895	....
Loan of 1853-'56.....	1,710,500	6	April & Oct.	" "	1885	102	Central of Georgia:						
Loan of 1855-'90 (Balt.) skg fd.....	3,461,146	6	Jan. & July.	" "	1890	....	1st Mortgage.....	789,000	7	March & Sept.	New York.	1875	....
Loan of 1870-'95 (stg.) skg fund.....	3,620,320	6	March & Sept.	London.	1895	....	Central of Iowa:						
Loan of 1872-1902 (stg.) S. F.....	9,498,016	6	" "	" "	1902	....	1st Mortgage, gold, \$16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	46
3d Mort. (N.W. Va. R. R.) assumed	140,000	6	Jan. & July.	Baltimore.	1885	92	2d Mortgage, gold, \$4,000 p.m.....	812,000	7*	April & Oct.	" "	1901	....
Baltimore and Potomac:							Central of New Jersey:						
1st Mort. (Tunnel) gold guar.....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	120
1st Mortgage (R. R.) gold guar.....	3,500,000	6*	April & Oct.	" "	1911	....	Convertible bonds of 1872.....	3,612,700	7	" "	" "	1902	102
Bangor and Piscataquis:							New Mortgage for \$5,000,000.....	5,000,000	7	Feb. & Aug.	" "	1890	104
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Bangor.	1899	....	Loan of Lehigh & Nav. Co. (ass'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	" "	1901	....	Central Ohio (B. & O.):						
Bay City and East Saginaw:							1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	92 1/2
1st Mort. guar. by F. & P.M.R. Co.	100,000	10	Jan. & July.	Detroit.	1888	....	Central Pacific of California:						
Bedford and Bridgeport:							1st Mortgage, 30 years bonds, gold	25,583,000	6*	Jan. & July.	New York.	'95-'99	90
1st Mortgage.....	500,000	8	April & Oct.	Philadelphia.	1891	....	Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	100
Belfast and Moosehead Lake:							State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	99 1/2
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
Belleville and Southern Illinois:							1st Mort. (Calif. & Oregon) gold	7,065,000	6*	" "	" "	'88-'92	....
1st Mort. guar. by St. L. A. & T.H.	1,100,000	8	April & Oct.	New York.	1896	90 1/2	1st Mort. (S. Fr. & Okla. & Ala.)	500,000	8*	" "	San Francisco	1890	....
Beloit and Madison (C. & N.W.):							1st Mort. (San Joaquin V.D.) gold	6,030,000	6*	April & Oct.	New York.	1900	....
1st Mortgage.....	333,000	7	Jan. & July.	New York.	1888	....	Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Belvidere Delaware:							Charleston and Savannah:						
1st Mortgage (guar. by U. &)	1,000,000	6	June & Dec.	New York.	1877	95	1st Mortgage guar. by S. Car.....	505,000	6	March & Sept.	Charleston.	1877	....
2d Mortgage (A. Co. and)	496,500	6	March & Sept.	Princeton.	1885	86 1/2	Funded Interest on 1st Mort.....	157,400	7	" "	" "	1889	....
3d Mortgage (Penna. R. R. Co.)	745,000	6	Feb. & Aug.	" "	1887	83	Charlotte, Columbia & Augusta:						
Blue Ridge, (S. Car.):							1st Mortgage.....	2,100,000	7	Jan. & July.	New York.	1895	....
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....	Chartiers:						
Boston and Albany:							1st Mort., guar. by Penna.....	400,000	7	April & Oct.	Philadelphia.	1901	....
Curry bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105 1/2	Cheraw and Darlington:						
Boston, Clinton and Fitchburg:							1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
1st Mortgage (Agricultural Br.).....	400,000	6	Jan										

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

An Asterisk (*) annexed to rate of interest signifies "Payable in Advance"							Interest Payable.						
Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chester & Chicago Br. Junction:							Cinc. & Indiana (Ind. C. & La. F.):						
1st Mort. for \$1,000,000 skg fund	\$.....	10	May & Nov.	St. Louis.	1877	....	1st Mortgage guaranteed.....	\$500,000	7	June & Dec.	New York.	1892	....
Chester and Tamaroa:							2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	" "	'77-'87	70
1st Mortgage.....	600,000	7*	May & Nov.	New York.	1901	....	Cinc., Richmond & Fort Wayne:						
Chester Valley:							1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
1st Mortgage (in default).....	500,000	7	May & Nov.	Philadelphia.	1872	....	Cincinnati, Sandusky and Clev.:	1,067,421	7	June & Dec.	New York.	1890	60 1/2
Chicago and Alton:							1st Mortgage (C. S. & C.).....	988,000	6	Feb. & Aug.	Boston.	1900	76 1/2
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	100	1st Mort. (San. Day. & Cin.) S.F.	350,000	7	March & Sept.	" "	1877	89 1/2
1st Mortgage.....	2,406,000	7	Jan. & July.	" "	1893	104 1/2	1st Mort. (San. City and Ind.)..						
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	95	Cincinnati and Springfield:						
1st Mort. (St. L. & C.) assumed	564,000	7	" "	" "	1894	90	1st Mortgage for \$2,000,000 (guar)						
2d Mort. (")	188,000	7	Jan. & July.	" "	1898	....	Cincinnati and Terre Haute:						
Chicago, Burlington and Quincy:							1st Mort. (Ind. Div.) for \$6,000,000						
Trust Mortgage skg fund.....	2,592,000	8	Jan. & July.	New York.	1883	111	Cincinnati, Wabash and Mich.:						
Trust Mortgage skg fund conv.	150,000	8	" "	" "	1883	....	1st Mortgage for \$16,000 p. m.:						
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....	Clev., Col., Cin. & Indianapolis:	2,214,000	7	May & Nov.	New York.	1899	100 1/2
2d Mort. (Northern Cross) gold..	941,000	4 1/2	July.	Frankfort.	1890	....	1st Mortgage sinking fund.....	272,000	7	June & Dec.	" "	'78-'84	....
Loan of 1872.....	6,953,225	7	Jan. & July.	Boston.	1896	96 1/2	1st Mort. (C., C. and C. R. R.)..	514,000	7	Jan. & July.	" "	1895	....
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....	1st Mort. (Bell. and Ind. R.R.)..						
1st Mort. (Peo. & Han.) guar.....	600,000	8	" "	" "	1878	....	Clev. & Mahoning (A. & Gt. Wtn.):	650,000	7	Feb. & Aug.	New York.	1873	....
1st Mort. (Keok. & St. Paul) guar.	1,000,000	8	April & Oct.	" "	1879	98 1/2	1st Mortgage 1863.....	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Dix. Peo. & Han.) guar.	800,000	8	Jan. & July.	" "	1889	98	3d Mortgage (sinking fund) 1856	71,000	7	Jan & July.	" "	1873	....
1st Mort. (Car. & Burl.) guar.....	600,000	8	May & Nov.	" "	1880	99 1/2	1st Mort. (Branch) 1863.....						
1st Mort. (Quincy & War.) guar.....	800,000	8	Jan. & July.	" "	1900	98	Clev., Mt. Vernon and Delaware:	1,500,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (O. O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1890	98	1st Mortgage gold.....						
1st Mort. (Ill. Gr. Trunk) guar.....	960,000	8	April & Oct.	" "	1890	99	Cleveland and Pittsburg (Pa. Co.):						
Chicago, Cincinnati and Louisv.:							2d (now 1st) Mortgage guar.....	790,500	7	March & Sept.	New York.	1873	102 1/2
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....	3d (now 2d) Mortgage guar.....	1,358,000	7	May & Nov.	" "	1875	100 1/2
Chicago, Clinton & Dubuque:							4th (now 3d) Mortgage guar.....	1,096,000	6	Jan. & July.	" "	1892	90
1st Mort. guar. C., B. & Q.....	1,300,000	8	Jan. & July.	Boston.	1896	80	Consol. sinking fund guar.....	528,000	7	May & Nov.	" "	1900	98
Chicago, Danville and Vincennes:							Colebrookdale:						
1st Mortgage (Ill. Div.) gold....	2,500,000	7*	April & Oct.	New York.	1909	90	1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
1st Mortgage (Ind. Div.) gold.....	1,500,000	7*	" "	" "	1912	90	Colorado Central (3 ft. gauge):						
Chicago, Dubuque & Minnesota:							1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....
1st Mortgage guar. \$25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	41	Columbus, Chicago & Ind. Cent.:						
Chicago and Illinois Southern:							1st Mortgage Consol. skg fund..	15,344,750	7	April & Oct.	New York.	1908	11 1/2
1st Mortgage for \$19,030 p. m.:							2d Mortgage Consol. skg fund..	3,679,900	7	Feb. & Aug.	" "	1909	59
Chicago and Iowa:							Columbus, Springfield and Cin.:						
1st Mortgage for \$2,200,000.....	1,750,000	8	Jan. & July.	New York.	1900	92 1/2	1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Chicago, Iowa and Nebraska:							Columbus and Hocking Valley:	1,500,000	7	April & Oct.	New York.	1897	....
2d Mort. (now 1st) guar. C. & N.W.	692,000	7	Jan. & July.	Boston.	1880	93 1/2	1st Mortgage skg fund.....	300,000	7	Jan. & July.	" "	1890	....
3d Mort. (now 2d) guar. C. & N.W.	218,000	7	Feb. & Aug.	New York.	1892	....	1st Mortgage (Branch).....	1,000,000	7	April & Oct.	" "	1891	....
Chicago and Northwestern:							General Mortgage.....						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	102 1/2	Columbus and Xenia:	302,000	6	March & Sept.	New York.	1890	....
Funded coupons (193 m.).....	760,000	7	May & Nov.	" "	1883	97	1st Mortgage, guar. by Pa. Co.:						
General 1st Mortgage (193 m.)..	3,588,000	7	Feb. & Aug.	" "	1885	101	Connecticut and Passumpsic Riv.:						
Appleton Ext. (23 m. & 76,000 ac.)	174,000	7	" "	" "	1885	89	1st Mortgage sinking fund.....	448,100	6	June & Dec.	Boston.	1876	96
Green Bay Ext. (26m & 76,000 ac.)	284,000	7	" "	" "	1885	89	Notes payable, conv. at par.....	504,000	7	" "	" "	1876	97 1/2
Equipment (Engs. & Cars \$400,000)	101,000	7	April & Oct.	" "	1874	....	1st Mort. (Massawippi) guar. gold	400,000	6*	Jan. & July.	" "	1889	....
1st Mort. (Gal. & Chic. 248 m.)..	1,775,000	7	Feb. & Aug.	" "	1882	100 1/2	Connecticut River:						
2d Mort. (Gal. & Chic. 248 m.)..	938,000	7	May & Nov.	" "	1875	99 1/2	1st Mortgage skg fund.....	250,000		March & Sept.	Boston.	1878	....
Miss. Riv. Bridge (").....	200,000	7	Jan. & July.	" "	1884	....	Connecticut Valley:	1,000,000	7	Jan. & July.	New York.	1901	....
Elgin & State Line (").....	129,500	7	" "	" "	1878	....	1st Mortgage.....						
1st Mort. (Peninsula 79m. & land)	331,000	7	March & Sept.	" "	1898	95	Connecticut Western:	2,008,500	7	Jan. & July.	Hartford.	1890	....
Consol. skg fund (C. & N.W. R'y)	3,105,000	7	F. M. A. & N.	" "	1915	86	1st Mortgage for \$2,500,000.....						
Consol. gold bonds for \$48,000,000	4,534,000	7*	June & Dec.	" "	1902	79	Connecting (Philadelphia):	1,000,000	6	March & Sept.	Philadelphia.	1.2.3.4.	88 1/2
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....	1st Mort. ABCD & \$200,000 each						
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....	Cooperstown and Susq. Valley:	100,000	7	March & Sept.	New York.	1889	....
1st Mort. (Chi. & Mil. R.R.) guar.	389,000	7	May & Nov.	" "	1874	....	1st Mortgage.....						
2d Mort. (Mil. & Chi. R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....	Cowanesque Valley:	100,000	7*	Jan. & July.	New York.	1902	....
3d Mort. (") guar.....	9,500	7	June & Dec.	" "	1898	....	1st Mortgage, gold.....						
1st Mort. (Chic. & Mil. R.W.) guar	1,141,000	7	Jan. & July.	" "	1898	90 1/2	Cumberl'd & Penn. (Consol. Coal):	903,500	7	March & Sept.	New York.	1891	....
1st Mort. (Bel. & Mad. R.R.) guar.	306,000	7	" "	" "	1888	....	1st Mortgage.....	709,000	7	May & Nov.	" "	1888	....
Chicago & Northern Pac. Air-L.:							2d Mortgage, sinking fund.....						
1st Mort. (skg fd gold \$25,000pm)		7*	June & Dec.	New York.	1902	....	Cumberland Valley:						
Chicago & Mich. Lake Shore:							1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
1st Mort. of Sept. 1, '69, \$16,000pm	1,350,000	8	May & Nov.	New York.	1889	39	2d Mortgage.....	109,500	8	" "	" "	1908	....
1st Mort. of Nov. 1, '71, \$16,000pm		8	March & Sept.	" "	1891	....	Plain bonds.....	81,800	6	Jan. & July.	" "	1884	....
Chicago, Omaha and St. Joseph:							Danbury and Norwalk:						
1st Mortgage for \$8,000,000.....		8	April & Oct.	New York.	1901	....	1st Mortgage of July 1, 1880....	100,000	7	Jan. & July.	New York.	1880	....
Chicago and Paducah (C. B. & Q.):							1st Mortgage of July 1, 1870....	200,000	7	" "	" "	1890	....
1st Mortgage \$26,000 p. m. gold.		7*	" "	Boston.	1901	....	Danv. Hazleton & Wilkesbarre:	1,400,000	7	April & Oct.	Philadelphia.	1887	58
Chl., Pekin & Southw'n (C.B. & Q.):							Davenport and St. Paul:						
1st Mortgage for \$10,000 per mile		8	Feb. & Aug.	New York.	1901	100	1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Chicago, Rock Island and Pacific:							Dayton and Michigan (C.H. & D.):	1,931,000	7	Jan. & July.	New York.	1884	....
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....	1st Mortgage sinking fund guar.	44,000	7	March & Sept.	" "	1887	....
1st Mortgage skg fund (C. R. I. & Pac.)	8,600,000	7	" "	" "	1896	104 1/2	2d Mortgage, guar.....	361,000	7	April & Oct.	" "	1888	....
Chi. & Southw'n (C. R. I. & Pac.):							3d Mortgage, guar.....	105,500	7	March & Sept.	" "	'81-'94	....
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1889	....	Toledo Depot bonds guar.....						
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....	Dayton and Union:						
Chicago & Wisconsin Midland:							1st Mortgage, registered.....	140,000	7	March & Sep.	New York.	1879	....
1st Mort. g'd skg fd for \$41,000,000		7*	Jan. & July.	New York.	1902	....	2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....
Chicago and Superior:							Income Bonds.....	252,445	6	" "	" "	1879	....
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	Dayton and Western (Pa. Co.):						
1st M. (Chi. & Sup.) g'd \$5,000,000		7*</											

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Detroit, Eel River and Illinois:							Framingham and Lowell:						
1st Mortgage for \$22,000 p.m.	\$1,000,000	8	Jan. & July.	New York.	1891	...	1st Mortgage.	\$477,683	7	May & Nov.	Boston.	1891	90
Detroit, Hillsdale and Indiana:							Frederick and Pennsylvania Line:						
1st Mort. \$16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79	1st Mortgage gold.	250,000	6*	April & Oct.	Baltimore.	1900	...
2d Mortgage.	300,000	8	Jan. & July.	"	1891	...	Galena & Chic. Union (C.&N.W.):						
Detroit, Lansing & L. Michigan:							1st Mortgage.	1,785,000	7	Feb. & Aug.	New York.	1882	100
1st Mortgage (consolidation).	3,000,000	8	April & Oct.	Boston.	1896	70	2d Mortgage.	948,000	7	May & Nov.	"	1875	99
Detroit and Milwaukee:							Elgin and State Line Purchase.	135,000	6	Jan. & July.	"	1878	...
1st Mortgage (D. & M.R.) conv.	2,500,000	8	May & Nov.	New York.	1875	...	Mississippi Bridge.	200,000	7	"	"	1884	...
2d Mortgage (")	1,000,000	8	"	"	1875	...	Georgia (and Banking):						
1st Funded Coup. (D. & M.R.)	625,924	7	Jan. & July.	"	1875	...	Company bonds (debentures).	681,000	7	Jan. & July.	Augusta	'72-'80	...
2d Funded Coup. (")	375,734	7	"	"	1875	...	Gilman, Clinton & Springfield:						
Oakl. & Ottawa R. R. stg. bonds.	150,867	6*	May & Nov.	London.	1873	...	1st Mortgage gold.	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	...
Det. & Pontiac R. R. bonds.	250,000	7	"	New York.	1878	...	2d Mortgage gold.	1,000,000	8*	Jan. & July.	"	1892	...
Det. & Pontiac R. R. bonds.	250,000	8	Feb. & Aug.	"	1886	...	Goshen and Deckertown:						
Detroit, Mon. & Tol. (L.S. & M.S.):							1st Mortgage.	228,500	7	Jan. & July.	New York.	1888	...
1st Mortgage Aug. 1, 1886.	924,000	7	Feb. & Aug.	New York.	1876	99	Grand Rapids & Indiana:						
Dubuque and Sioux City:							1st Mortgage guar. gold, tax free.	4,000,000	7*	Jan. & July.	New York.	1899	...
1st Mortgage tax free.	894,000	7	Jan. & July.	New York.	1883	94	1st Mort. not guar. gold, tax free.	4,000,000	7*	April & Oct.	"	1899	...
Dubuque Southwestern:							Grand River Valley (Mich. C.):						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	...	1st Mort., assumed by Lessees.	1,500,000	8	Jan. & July.	New York.	1886	96
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	"	1883	...	2d Mortgage, guar. by Lessees.	500,000	8	March & Sept.	"	1879	...
Dunkirk, Warren and Pittsburg:							Grand Trunk (Ca.):						
1st Mortgage gold tax free.	1,190,000	7*	June & Dec.	New York.	1900	...	Equipment Bonds \$500,000.	2,500,000	6*	April & Oct.	London.	...	...
Dutchess and Columbia:							Equipment Bonds No. 2 \$270,500.	1,350,000	6*	"	"	...	...
1st Mortgage Jan. 1, 1868.	1,500,000	7	Jan. & July.	New York.	1908	...	Postal & Military b'ds \$1,200,000.	6,000,000	6*	Feb. & Aug.	"	...	...
East Alabama and Cincinnati:							1st Preference Bonds \$2,838,385.	14,191,675	5*	Jan. & July.	"	...	...
1st Mort. end. \$16,000 p.m. by Ala.	...	8	Jan. & July.	"	1890	...	2d Preference Bonds \$1,685,765.	8,428,825	4*	"	"	...	...
East Brandywine & Waynesburg:							Provincial Debenture \$3,111,500.	15,557,500	...	"	Ottawa.	...	...
2d Mortgage.	140,000	7	Jan. & July.	Philadelphia.	1885	...	Great Western of Canada:						
East Pennsylvania (Ph. & Rd.):							Perpetual Debentures Stock.	227,273	5	Jan. & July.	London.	perp.	...
1st Mortgage, guaranteed.	495,000	7	March & Sept.	Philadelphia.	1888	103	Common (Company) Bonds.	1,384,117	4	"	"	'72-'73	...
East Tenn. & Georgia (E.T.V. & G.):							Common (") Bonds.	2,993,975	6	May & Nov.	"	'73-'76	...
1st Mortgage.	870,000	6	Jan. & July.	New York.	'76-'80	...	Common (") Bonds.	2,662,067	5	April & Oct.	"	'77-'78	...
East Tenn. & Vir. (E.T.V. & Ga.):							Common (") Bonds.	4,867	5	"	"	1881	...
1st Mortgage, endorsed.	175,000	6	Jan. & July.	New York.	1886	...	Common (") Bonds.	3,650,000	6	June & Dec.	"	1890	...
East Tennessee, Virginia & Ga.:							Greenville and Columbia:						
1st Mort., skg fund for \$3,500,000.	2,519,000	7	Jan. & July.	New York.	1890	86	1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	60
Eastern (Mass.):							1st Mortgage not guaranteed.	376,766	7	"	"	'81-'86	...
English Loan, July 1, 1862.	383,000	6*	Jan. & July.	London.	1872	...	Greenwich and Johnsonville:						
Loan of 1864-'74.	750,000	6	Feb. & Aug.	Boston.	1874	99	1st Mortgage.	130,000	7	May & Nov.	New York.	1889	...
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94	Hackensack & New York Ext.:						
Loan of 1865-'85.	160,000	6	April & Oct.	"	1885	...	1st Mortgage, \$10,700 p.m.	300,000	7	May & Nov.	New York.	1889	...
Loan of 1868-'88.	500,000	6	March & Sept.	"	1888	91	Hannibal and Naples (T.W. & W.):						
Loan of 1869-'89.	1,000,000	6	May & Nov.	"	1889	90	1st Mortgage.	675,000	7	May & Nov.	New York.	1898	80
Loan of 1872-'82.	1,500,000	7	March & Sept.	"	1882	94	2d Mortgage.	225,000	7	Jan. & July.	"	1890	...
Eastern Shore (Md.):							Hannibal & Central Missouri:						
1st Mortgage.	400,000	6	Jan. & July.	Baltimore.	1880	...	1st Mortgage gold, tax free.	1,000,000	7	May & Nov.	New York.	1890	75
2d Mortgage.	180,000	6	April & Oct.	"	1886	...	2d Mortgage.	250,000	7	Feb. & Aug.	"	1890	...
Elizabethtown and Paducah:							Hannibal and St. Joseph:						
1st Mortgage, convertible.	3,000,000	8	March & Sept.	New York.	1890	...	Missouri State Loan.	1,500,000	6	Jan. & July.	New York.	'71-'77	92
Elmira and Williamsport (N. Cen.):							Missouri State Loan.	1,500,000	6	"	"	'87-'88	92
1st Mortgage guaranteed.	1,000,000	7	Jan. & July.	Philadelphia.	1880	98	Six years' mortgage bonds (222m).	5,500,000	10	"	"	1874	...
Income Mortgage guaranteed.	570,000	5	April & Oct.	"	1872	60	Five years' notes (277 m.).	139,508	8	Various.	"	1885	...
Erie Railway:							Fifteen years' bonds (277 m.).	3,476,000	8	March & Sept.	"	1892	79
1st Mortgage.	2,485,000	7	May & Nov.	New York.	1897	103	1st Mort. (Q. & Palm R.R. 15 m.).	500,000	8	Feb. & Aug.	"	1886	99
2d Mortgage convertible.	2,174,000	7	March & Sept.	"	1879	101	1st Mort. (K. City & Cam. R.R. 55m).	1,200,000	10	Jan. & July.	"	1888	...
3d Mortgage.	4,582,000	7	"	"	1883	98	General Land Mortgage (277 m.).	1,134,100	7	April & Oct.	"	1888	...
4th Mortgage convertible.	2,937,000	7	April & Oct.	"	1880	98	General Mortgage conv. (277 m.).	5,600	7	Jan. & July.	"	1888	...
5th Mortgage convertible.	709,500	7	June & Dec.	"	1888	93	Harlem Extension:						
Buffalo Branch, 1st mortgage.	182,800	7	Jan. & July.	"	1891	...	1st Mortgage.	4,000,000	7	Jan. & July.	New York.	1890	...
Sterling Loan (\$1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	...	Harrisburg & Lancaster:						
Consol. Mort. for \$30,000,000, g'd	12,076,000	7*	"	NY & London.	1920	...	1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	100
Convertible bonds.	8,000,000	7	"	"	1886	...	Hartford and New Haven:						
Erie and Louisville:							1st Mortgage.	580,000	6	Jan. & July.	Hartford.	1873	...
Mortgage of 1871.	1,000,000	7	April & Oct.	New York.	1901	...	Hartford, Providence and Washkill:						
Erie and Pittsburg (Penn.):							1st Mort. (R. L. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	...
1st Mortgage.	372,800	7	Jan. & July.	New York.	1882	...	1st Mort. (Conn. 96.04 m.) skg f.d.	1,574,500	7	"	Hartford.	1876	...
2d Mortgage.	115,200	7	March & Sept.	"	1890	...	Holyoke and Westfield:						
Consolidated Mortgage tax free.	2,069,000	7	Jan. & July.	"	1895	...	1st Mortgage guar. tax free.	1,000,000	8	Jan. & July.	New York.	1901	...
Equipment Mortgage.	600,000	7	April & Oct.	"	1890	...	1st Mortgage.	200,000	7	April & Oct.	Boston.	1891	...
European & N. American (Me.):							Housatonic:						
Bangor City Bonds (1st m. 55 m.).	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	...	1st Mortgage sinking fund.	191,000	7	Jan. & July.	Brpt. & Bost.	1877	...
1st L.M. (& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	"	1899	87	2d Mortgage.	100,000	7	Feb. & Aug.	"	1885	...
Evanville and Crawfordville:							3d Mortgage of 1869.	100,000	6	April & Oct.	"	1889	...
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	...	Houston and Texas Central:						
1st Mortgage.	150,000	7	Feb. & Aug.	"	1881	...	1st Mortgage L.G. skg fund gold.	6,620,000	7*	Jan. & July.	New York.	1891	...
1st Mort. (Rockville Extension).	1,000,000	7	Jan. & July.	New York.	1897	...	Hudson River (N.Y. Cen. & H.R.):						
Evanville, Henderson & Nashv.:							1st Mortgage.	200,000	7	Feb. & Aug.	New York.	1870	...
1st Mortgage.	750,000	7*	May & Nov.	New York.	1900	...	2d Mortgage, sinking fund.	1,894,000	7	June & Dec.	"	1885	104
Fall River, Warren & Providence:							3d Mortgage.	180,000	7	May & Nov.	"	1875	104
1st Mortgage.	200,000	7	Jan. & July.	Providence.	1882	...	Hudson Connecting (NY & OMid):						
Flint and Pere Marquette:							1st Mortgage gold.	400,000	7*	May & Nov.	New York.	1902	...
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	...	Huntingdon and Broad Top Mt.:						
" 2d series (92,748 a.).	221,000	7	Jan. & July.	"	1887	...	1st Mortgage gold.	416,000	7*	April & Oct.	Philadelphia.	1890	103
" 3d series (52,091) t.x.f.	2,046,000	8	March & Sept.	"	1888	...	2d Mortgage.	267,500	7	Feb. & Aug.	"	1875	96
R. & Holly lease, S.F. 25 000 p. a.)	475,000	10	May & Nov.	"	1888	...	3d Mortgage (Consol.).	1,261,000	7	April & Oct.	"	1895	60
Construction Loan.	165,000	8	"	"	1876	...	Illinois Central:						
Florida:							Construction bonds, cur. skg f.d.	2,742,000	7	April & Oct.	New York.	1875	100
1st Mortgage conv. gold.	2,300,000	7*	Jan. & July.	New York.	1889	...	Construction bonds, coin.	332,000	6*	"	N.Y. & Lond.	1875	...
Flushing & North Side (L. I.):							Redemption bonds, currency.	2,500,000	6*	"	New York.	1890	...
1st Mortgage.	1,025,000	7	May & Nov.	N. Y. & Lond.	1880	...	Redemption bonds, sterling.	2,500,000	6*	"	London.	1875	...
Fonda, Johnston & Gloversville:							Indiana and Illinois Central:						
1st Mortgage.	300,000	7	Jan. & July.	New York.	1890	...	1st Mortgage gold.	3,500,000	7*	Jan. & July.	New York.	1901	...
Fort Scott, Humboldt & Western:							Indiana North and South:						
1st Mortgage \$20,000 p. a.	...	8	Jan. & July.	New York.	1891	...	1st Mortgage for \$22,500 p.m. g'd	...	7*	April & Oct.	New York.	1901	...
Fort Wayne, Jackson & Sag.							Indianapolis, Blooming. & West.						
1st Mortgage traffic guarantee.	500,000	8	Jan. & July.	New York.	1880	...	1st Mortgage gold.	5,000,000	7*	April & Oct.	New York.	1908	80
2d Mortgage (Equipment).	2,000	8	April & Oct.	"	1891	...	2d Mortgage.	1,500,000	8	Jan. & July.	"	1899	81
Fort Wayne, Muncie & Cin.:							Indianapolis & Vincennes:						
1st Mortgage gold.	1,800,000	7*	April & Oct.	Boston.	1890	...	1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	...
2d Mortgage.	500,000	8	Jan. & July.	"	1896	...	2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	"	1900	...
							International (Texas)						
							1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	...

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Indianapolis, Cin. and Lafayette:							Lake Shore & Michigan So.:						
1st Mortgage (Ind. & Cin.) of 1868	\$1,589,500	7	April & Oct.	New York.	1888		Sinking Fund Oct. 1, 1869.	\$1,600,000	7	April & Oct.	New York.	1879	...
1st Mortgage (L. C. & L.F.) of 1867	2,770,000	7	Feb. & Aug.	" "	1897		Consol. registered July 1, 1870.	4,250,000	7	J. A. J. & O.	" "	1890	97
1st Mortgage (") of 1869	1,566,000	7	June & Dec.	" "	1899		Consol. coupon July 1, 1870.	1,209,000	7	Jan. & July.	" "	1890	97
Indianapolis and St. Louis:							Bonds of Oct. 1, 1872.	6,205,000	7	April & Oct.	" "	1882	...
1st Mortgage.		7	Jan. & July.	New York.	1916		Dividend (Lake Shore) Ap. 1, '00	1,498,000	7	" "	" "	1899	96
1st Mortgage.	2,000,000	7	March & Sept.	" "	1916		Sunbury July 1, 1854.	500,000	7	Jan. & July.	" "	1874	...
2d Mortgage.		7	April & Oct.	" "	1916		Reg. Jan. 1, 1855 C.P. & A.R.R.	1,000,000	7	" "	" "	1880	99
Equipment Mortgage.	1,000,000	7	" "	" "	1900		3d Mort. Oct. 1, '67	1,000,000	7	April & Oct.	" "	1892	96
Iowa Eastern:							Skg Fund July 1, 1855 C. & Tol.	1,595,000	7	Jan. & July.	" "	1885	104
1st Mortgage gold.	14,000pm	7*	Feb. & Aug.	New York.	1902		Mort. April 1, 1866	860,000	7	April & Oct.	" "	1888	97
Iowa Falls & Sioux City (Ill. Cen.)							1st Mort. May 1, 1855 M.S. & N.I.	5,250,000	7	May & Nov.	" "	1885	103
1st Mortgage guaranteed.	2,960,000	7	April & Oct.	New York.	1917	81	2d Mort. Oct 31, 1857	2,692,000	7	" "	" "	1877	100
Iowa Midland (C. & N. W.):							Mort. Nov. 1, 1858 Buff. & Erie.		7	May & Nov.	" "	1873	...
1st Mort., \$16,000 guar.		8	Feb. & Aug.	New York.	1900	86	Mort. July 1, 1862	200,000	7	Jan. & July.	" "	1882	98
Ironton (Penn.):							Mort. Sept. 1, 1865	300,000	7	March & Sept.	" "	1886	...
1st Mortgage.	100,000	7	May & Nov.	Philadelphia.	1875		Mort. April 1, 1868	3,000,000	7	April & Oct.	" "	1898	97
Ithaca and Athens:							1st Mort. Aug. 1, 1856 (D.M. & Tol.)	924,000	7	Feb. & Aug.	" "	1876	99
1st Mortgage gold, skg fund.	600,000	7*	Jan. & July.	New York.	1890	100	1st Mort. Sept. 1, 1869 (K. & W.P.)	400,000	7	Jan. & July.	" "	1870	90
Jackson, Lansing & Saginaw (MO):							1st Mort. Oct. 1, 1867 (Sch. & Th.R.)	100,000	8	" "	" "	1887	...
1st Mortgage.	1,495,000	8	Jan. & July.	New York.	1886	96	1st Mort. Oct. 1, 1867 (K. & Sch.)	100,000	8	" "	" "	1887	...
2d Mortgage.	500,000	8	March & Sept.	" "	1888		1st M. July 1, '68 (K. & A.H. & Gr.R.)	840,000	8	" "	" "	1888	96
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	9	1st Mort. July 1, 1869 (J. & Frank.)	468,000	7	" "	" "	var	...
Jacksonville, Pennac. and Mobile:							2d Mort. Jun. 1, 1869	500,000	7	June & Dec.	" "	1884	...
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900		Lawrence (P. Ft. W. & Chl.):						
1st Mortgage guaranteed.	496,000	7	Jan. & July.	New York.	1897		1st Mortgage guaranteed.	600,000	7	April & Oct.	Philad. Iphia	1896	...
2d Mortgage guaranteed.	500,000	7	June & Dec.	" "	1894		Leavenworth, Lawr. & N. West'n:						
Jefferson (Kiejo):							1st Mort. guar. by Pac. of Mo.:	355,000	7	Feb. & Aug.	New York.	1890	...
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887		Leaven. Lawrence & Galveston:						
2d Mort. (")	94,000	7	" "	" "	1889		1st Mort. skg fund conv. gold.	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	55
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889		Lehigh and Lackawanna:						
Jeffersonville, Madison & Indian.							1st Mortgage tax free.	300,000	7	Feb. & Aug.	Philadelphia.	1897	...
1st Mortgage consol.	2,089,000	7	April & Oct.	New York.	1906								

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Maryland and Delaware:							Nashville and Chattanooga:						
1st Mortgage.....	\$850,000	6	May & Nov.	Boston	1885	20	1st Mortgage, endorsed by Tenn.	\$1,546,000	6	Jan. & July.	New York.	1890	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....	Nashville and Decatur (L. & N. S.)						
Massillon & Cleve. (C. M. V. & D.)							1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	89
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....	2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Maysville and Lexington:							Naugatuck:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	1st Mortgage.....	112,500	7	Jan. & July.	Bridgeport.	1876	....
Memphis and Charleston:							Newark & New York (Cen. N. J.)						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	86	1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1883	....	Newark, Somerset & Straitsville						
Memphis and Little Rock:							1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1889	....
1st Mortgage.....	1,300,000	8	May & Nov.	New York.	1890	....	New Brunswick and Canada:						
Nichigan Air Line:							1st Mortgage, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
1st Mortgage (E. D. V.) \$15,000 p.m.		8	Jan. & July.	Boston.	1896	101½	Newburg & New York (Erie):						
Nichigan Central:							1st Mortgage for \$900,000.....	.....	7	Jan. & July.	New York.	1889	....
1st Mortgage, convertible.....	356,000	8	April & Oct.	New York.	1882	....	New H. Middle'tn & Willman:						
1st Mortgage sinking fund conv.	2,179,000	8	"	"	1882	113	1st Mortgage (coup. & reg.).....	3,000,000	7	May & Nov.	New York.	1889	....
Consol. Mortgage for \$10,000,000	8,000,000	7	Jan. & July.	"	1902	99	New Haven & Northampton:						
1st Mort. (M. Air L. W. D.) ass'd	1,900,000	8	May & Nov.	"	1890	101	1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	"	"	1886	....	Convertible.....	400,000	6	April & Oct.	"	1880	....
2d Mort. (") guar.	500,000	8	March & Sept.	"	1879	96½	Holyoke and Westfield bonds..	2,000,000	7	"	"	1891	....
1st Mort. (Kal. & So. Hav.) f. guar	640,000	8	May & Nov.	"	1889	100	New Jersey Sec. United Compan's						
2d Mort. (") guar.	70,000	8	"	"	1880	....	New Jersey Midland (N.Y. & O.M.)						
Michigan Lake Shore:							1st Mortgage gold, guar.....	3,000,000	7*	Feb. & Aug.	New York.	1895	..
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....	2d Mortgage currency.....	1,500,000	7	"	"	1881	....
Middletown, Union & W. Gap (E.)							New Jersey Southern:						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....	1st Mortgage.....	2,000,000	7	May & Nov.	New York.	1899	31
Midland of Canada:							1st Mortgage (Tom's Riv. Br.)...	130,000	7	March & Sept.	"	1888	....
1st Mortgage sterling £225,000..	1,148,667	6*	May & Nov.	London.	1896	....	Income Mortgage.....	750,000	7	April & Oct.	"	1881	....
Midland Pacific:							New Jersey West Line:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....	1st Mort. gold, for \$3,000,000....	.....	7*	May & Nov.	New York.	1900	....
Milwaukee and St. Paul:							New London Northern (Vt. Cen.)						
1st Mortgage.....	5,527,000	7	Jan. & July.	New York.	1893	92	1st Mortgage.....	300,000	6	March & Sept.	New York.	1885	....
2d Mortgage.....	1,191,000	7	April & Oct.	"	1884	80	2d Mortgage.....	200,000	7	Jan. & July.	"	1888	....
1st Mortgage (E. Div. Palmer)...	781,500	8	May & Nov.	"	1874	....	N. Orleans, Jackson & Gt. North.						
1st Mort. (Iowa and Minn.).....	3,810,000	7	Jan. & July.	"	1897	78	1st Mortgage 1856.....	3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage (Minn. Cent.).....	190,000	7	"	"	1870	90	2d Mortgage 1860, for \$3,000,000.	2,000,000	8	April & Oct.	"	1890	....
1st Mortgage (Iowa & Dak.).....	1,008,000	7	"	"	1870	82	Income Mortgage, 1870 gold..	1,000,000	8*	May & Nov.	"	1890	....
1st Mortgage (P. du Chien).....	3,674,000	8	Feb. & Aug.	"	1898	103½	N. Orleans Extension, 1870 gold	1,500,000	8*	Jan. & July.	"	1890	....
2d Mortgage (P. du Chien).....	1,315,000	7.3	"	"	1898	91½	New Orleans, Mobile and Texas:						
Milwaukee City Loan.....	230,500	7	March & Sept.	"	1873	....	1st M. (N. O. T. 227 m) skg fd....	2,825,000	8	Jan. & July.	New York.	1915	....
1st Mort. (Milw. & Wtn.).....	234,060	7	Jan. & July.	"	1891	....	1st M. (") gold skg fd.....	2,825,000	8	"	N. Y. or Lond.	1915	....
Real Estate Purchase.....	148,500	7	.....	.....	.....	....	2d Mortgage, endorsed by La.....	2,825,000	8	"	New York.	1915	....
Milw. Manitowoc & Green Bay:							New York and Boston:						
1st Mortgage for \$2,500,000.....	.....	7	.....	.....	1891	....	1st Mortgage gold, for \$3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
Milwaukee and Northern:							New York Central & Hudson R.:						
1st Mortgage for \$14,000 p.m....	.....	8	June & Dec.	New York.	1890	....	Debt Certif. (N. Y. Central)....	5,936,626	6	May & Nov.	New York.	1883	95
Mineral Point:							Bonds for debts ass'd (N. Y. Cen.)	1,514,000	7	Feb. & Aug.	"	1876	100
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....	Bonds for B. & N. S. T. (")	76,000	6	May & Nov.	"	1883	59
Minneapolis & Duluth (L. S. & M.)							Bonds for R. R. stocks (")	592,000	6	"	"	1883	88
1st Mortgage gold, guaranteed..	400,000	6*	Jan. & July.	New York.	1911	....	Bonds for real estate (")	162,000	6	"	"	1883	88
Minneapolis & St. L. (L. S. & M.)							Bonds of 1854 renew'd (")	2,900,000	6	June & Dec.	"	1887	93½
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York.	1911	....	1st Mort. (Hudson Riv.).....	200,000	7	Feb. & Aug.	"	1870	....
Minnesota and North Western:							2d Mort. (") S. F.	1,894,000	7	June & Dec.	"	1885	....
1st Mort. gold, skg fd & tax free	20,000 p.m.	7*	Jan. & July.	New York.	1895	....	3d Mort. (")	180,000	7	May & Nov.	"	1875	....
Mississippi Central:							Bonds of '71, tax free (N.Y.C. & H.)	1,950,000	7	April & Oct.	"	1891	....
1st Mortgage.....	1,354,000	7	May & Nov.	New York.	1899	71	Consol. Mort. for \$40,000,000..	.....	7	.....	"	1902	103½
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1875	....	New York and Harlem:						
General Mort. for \$8,000,000 gold	.....	7*	May & Nov.	"	1912	....	1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	....
Mississippi, Ouachita & Red Riv.:							Consolidated mortgage of 1863..	1,754,000	6	Feb. & Aug.	"	1893	99
1st Mortgage gold.....	1,860,000	7*	— & —	.....	1899	19½	Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	"	1881	....
1st Mort. Land Grant gold.....	1,000,000	7*	— & —	.....	.....	....	Bonds of 1853, unsecured.....	106,000	7	"	"	1873	....
State (Ark.) subsidy \$10,000 p.m.	1,550,000	7	April & Oct.	"	1910	....	N. York, Housatonic & Northern:						
Mississippi and Tennessee:							1st Mortgage for \$500,000.....	161,000	7	Feb. & Aug.	New York.	1889	....
1st Mortgage of April 1, 1856..	600,000	7	April & Oct.	New York.	1876	....	New York and New Haven:						
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	"	181-93	....	1st Mortgage.....	1,059,500	7	April & Oct.	New York.	1875	100½
Mississippi Valley and Western:							New York & Oswego Midland:						
1st Mortgage \$20,000 p. m. ....	.....	8	April & Oct.	New York.	1902	....	1st Mortgage gold, tax free.....	8,000,000	7	Jan. & July.	New York.	1889	....
Missouri, Iowa and Nebraska:							2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1898	....
1st Mortgage gold, sinking fund.	.....	7*	Jan. & Dec.	.....	1910	....	2d Mortgage non-convertible..	1,500,000	7	"	"	1898	....
Missouri, Kansas and Texas:							New York, Providence & Boston:						
1st Mort. (U. Pac. S. Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....	1st Mortgage.....	132,000	6	Feb. & Aug.	New York.	1873-78	....
1st Mort. (Tubo & Neosho) S. F. g'd	2,000,000	7*	June & Dec.	"	1903	....	Improvement Bonds.....	140,000	7	Jan. & July.	"	1876	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	"	1904	....	Extension Bonds.....	250,000	6	May & Nov.	"	1878-81	....
Missouri River, Ft. Scott & Gulf:							General Mort. for \$1,000,000....	732,000	7	"	"	1899	....
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....	N. York, West Shore & Chicago:						
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Boet.	74½	....	1st Mortgage gold, \$55,000 p.m..	.....	7*	April & Oct.	New York.	1902	....
Mobile and Girard:							Niles and New Lisbon:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1876	....	1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....
2d Mortgage.....	300,000	7	"	"	1889	....	Norfolk County (B. H. & Erie):						
Mobile and Montgomery:							1st Mortgage, guaranteed.....	414,350	6	March & Sept.	Boston.	1854	....
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....	Norfolk & Petersburg (A. M. & O.):						
Mobile and Ohio:							1st Mortgage.....	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage Sterling.....	6,000,000	6*	May & Nov.	Mobile & Lond.	1882	....	2d Mortgage.....	157,000	7	"	"	1877	....
Interest bonds.....	804,400	8	"	"	1877	....	3d Mortgage.....	458,000	8	"	Norfolk.	1893	....
Interest bonds.....	371,800	8	"	"	1883	....	North Eastern (S. Car.):						
Interest (sterling) bonds.....	755,040	6*	"	"	1883	....	1st Mortgage of Sept. 1, 1869..	820,000	7	March & Sept.	Charleston.	1899	....
2d Mort. (Income Liquidation)...	943,121	8	March.	Mobile.	1877	2d Mortgage of Sept. 1, 1869..	322,000	7	"	"		

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Northern Pacific:							Perkiomen (Phila. & Rdg):						
1st Mort. on R.R. & lands gold.	50,000pm	7.3	Jan. & July.	New York.	1900	30	1st Mortgage, guaranteed.....	\$619,000	6	April & Oct.	Philadelphia.	1897	90
Norwich & Worcester (B.H. & E.):							Perth Amboy & Woodbr. (C.&A.):						
1st Mort. Mass. Loan.....	\$400,000	6	Jan. & July.	Boston.	1877	....	1st Mortgage.....	100,000	6	Feb. & Aug.	New York.	1874	....
Plain bonds.....	200,000	....	"	"	1874	....	Petersburg:						
Machine shop &c., bonds.....	150,000	7	"	"	1877	....	1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	'79-'88	....
Nyack and Northern:							Philadelphia and Baltimore Cent.:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Penn. Div. 36 1/2 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
Ogdensburg and Lake Champlain:							1st Mortgage (Md. Div. 9 1/2 m.)	300,000	6	April & Oct.	"	1891	....
Equipment Mortgage.....	300,000	8	Jan. & July.	Boston.	1878	93	2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Equipment Mortgage.....	200,000	8	"	"	1879	93	Philadelphia and Reading:						
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	....	Loan of 1868.....	1,138,900	6	Jan. & July.	Philadelphia.	1893	79
Ohio and Mississippi:							Loan of 1870, convertible.....	28,000	7	"	"	1890	....
Consolidated 1st Mortgage.....	6,694,000	7 1/2	Jan. & July.	New York.	1898	91	Mortgage Loan of 1857, conv.....	86,500	6	"	"	1886	....
Consolidated 1st Mortgage, stg.....	3,529,000	7	"	London.	1898	....	Mort. Loans of 1843-44-48 & 49.	1,521,000	6	"	"	1880	102
Consolidated 2d Mortgage.....	433,000	7	April & Oct.	New York.	1911	75	Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	106 1/2
2d Mortgage, (W. Div.).....	174,000	7	Jan. & July.	"	1874	....	Mortgage Loan of 1836 stg.....	182,400	5 1/2	Jan. & July.	London.	1880	....
Income and Funded Debt Bonds	50,000	7	April & Oct.	"	1882	....	Mortgage Loan of 1843 stg.....	976,300	6 1/2	"	"	1880	....
Sinking Fund Bond.....	50,000	7	May & Nov.	"	1893	....	Mortgage Loan of 1836 stg.....	177,600	7 1/2	"	"	'74-'77	....
Oil Creek and Allegheny River:							Consolidated (Dollar coupon).....	7,696,000	7	June & Dec.	Philadelphia.	1911	107
1st Mortgage (O. C. R. R.).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	78 1/2	Consolidated (Dollar registered	3,414,000	6 1/2	"	"	1911	105 1/2
1st Mortgage (War. & Fkin).....	530,000	7	April & Oct.	"	1882	78	Mortgage (Gold or stg coup.	7,000,000	6 1/2	"	Phil. or Lond.	1911	....
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	47 1/2	June 1, 1871. (Gold or stg reg.	668,000	6 1/2	"	"	1911	103 1/2
Old Colony and Newport:							(Dollar coupon).....	832,000	6	"	Philadelphia.	1911	....
Plain Bonds.....	1,000,000	6	March & Sept.	Boston.	1876	98 1/2	New debent. loan, conv.....	6,690,985	7	Jan. & July.	"	1893	105
Plain Bonds.....	485,000	6	April & Oct.	"	1875	95	New improvement Mort. loan.....	6,631,615	6 1/2	April & Oct.	Phila. or Lond.	1897	....
Plain Bonds.....	1,450,000	7	Feb. & Aug.	"	1877	101	Philadelphia, Wilmington & Balt.:						
Omaha and Northwestern:							Mortgage Loan, convertible.....	345,000	6	Jan. & July.	Philadelphia.	1884	111 1/2
1st M. land grant, gold \$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....	Loan of 1866.....	400,000	6	April & Oct.	"	1876	96
Omaha and Southwestern:							Loan of 1867.....	1,000,000	6	"	"	1887	....
1st Mortgage \$20,000 p. m.....	1,000,004	8	June & Dec.	Boston.	1896	87 1/2	Pickering Valley (Phila. & Rdg):						
Orange, Alexandria & Manassas:							1st Mortgage, guaranteed.....	330,300	7	April & Oct.	Philadelphia.	1900	....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	89 1/2	Pittsburg, Cin. & St. Louis (Pa.):						
2d Mortgage (War. & Fkin).....	1,155,500	6	Jan. & July.	"	1875	81	Consol. Mortgage for \$10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	64 1/2
3d Mort. " " " " " " " "	598,000	8	May & Nov.	Richmond.	1873	81 1/2	1st Mort. (Steub. & Ind.) conv.....	3,000,000	6	monthly.	New York.	1884	72
4th Mort. " " " " " " " "	574,000	8	March & Sept.	Alexandria.	1880	74	1st Mort. (Ct. & Newk 33m) conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	90	Pittsburg & Connellsville:						
Orange and Newark:							1st Mortgage of 1868, tax free.....	4,000,000	7	Jan. & July.	Baltimore.	1898	85
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	....	2d Mort. (Balt. Loan) of 1866.....	1,000,000	6	"	"	1886	65
Osage Valley & Southern Kansas:							1st Mort. (Turtle Cr. Div. 10 1/2 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	Pittsburg, Ft. Wayne & Chicago:						
Oshkosh & Miss. (M. & S. P.):							1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
Oswego and Rome (R.W. & O.):							1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	....	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
Oswego and Syracuse (D.L. & W.):							1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	100 1/2
Ottawa, Oswego & Fox River:							2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	....
1st Mortgage guar. by (C.B. & Q.)	1,280,000	8	Jan. & July.	Boston.	1900	98	2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	....
Owensboro and Russellville.							2d Mortgage (Series J).....	860,000	7	April & Oct.	"	1912	....
1st Mortgage for \$1,500,000.....	.....	8	Feb. & Aug.	New York.	1897	....	2d Mortgage (Series K).....	860,000	7	May & Nov.	"	1912	....
Pacific of Missouri (Atl. & Pac.):							2d Mortgage (Series L).....	860,000	7	June & Dec.	"	1912	....
1st Mortgage gold.....	7,000,000	6 1/2	Feb. & Aug.	New York.	1888	78	2d Mortgage (Series M).....	2,000,000	7	April & Oct.	"	1912	96 1/2
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	"	1891	72	Bridge (O. & P. R. R.) bonds.....	153,000	7	May & Nov.	"	1876	....
Income Bonds.....	1,500,000	7	"	"	1892	....	Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	"	1877	....
St. Louis County Bonds.....	700,000	7	Monthly.	St. Louis.	1885	....	Plymouth, Kankakee & Pacific:						
1st Mort. (Lex. & St. Louis) gold	1,000,000	6 1/2	Jan. & July.	New York.	1887	....	1st Mortgage for \$3,600,000.....	.....	7	Jan. & July.	.....	1901	....
1st Mortgage (Lea. Atch & Nev.)	500,000	7	April & Oct.	"	1889	....	Port Huron & Lake Michigan:						
Paduach and Memphis:							1st Mortgage gold, for \$1,800,000	.....	7 1/2	May & Nov.	New York.	1889	80
1st Mortgage gold for \$2,805,000.	1,071,000	7 1/2	Feb. & Aug.	New York.	1892	....	Portland & Ogdensburg (Me. & N.H.):						
Panama:							1st Mort. (Maine Section) gold.....	800,000	6 1/2	Jan. & July.	Boston.	1900	....
1st Mortgage, stg £10,350.....	93,847	7 1/2	April & Oct.	London.	1875	....	Consol. Mort. gold, for \$3,300,000	.....	6 1/2	May & Nov.	"	1901	....
General Mortgage, stg £597,800.	3,869,330	7 1/2	"	"	1897	....	Portland and Ogdensburg (Vt.):						
Paris and Decatur:							1st Mortgage gold, for \$2,300,000	.....	6 1/2	May & Nov.	Boston.	1891	....
1st Mortgage gold.....	1,200,000	7 1/2	Jan. & July.	New York.	1901	....	Portland and Oxford Central:						
Paterson and Newark (Erie):							1st Mortgage of 1863.....	250,000	6	Jan. & July.	Portland.	1883	....
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	Portland and Rochester:						
Pekin, Linc. & Decatur (T.W. & W.):							1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	75	1st Mortgage (equal lien).....	350,000	7	April & Oct.	Boston.	1887	....
Pemberton & Hights (UC of N.J.):							2d Mort. Sept. 1, 1871 for \$450,000	.....	7	March & Sept.	"	1891	....
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....	Port Royal (S. C.):						
Pemberton & N. York (N.J.S.):							1st Mortgage gold, skg fd.....	1,500,000	7 1/2	May & Nov.	N. Y. & Lond.	1889	....
1st Mortgage, guaranteed.....	500,000	7	"	New York.	....	....	1st Mort. gold, guar. by Ga. Co.	1,000,000	7 1/2	"	"	1889	....
Peninsular Railway:							Poughkeepsie and Eastern:						
1st Mortgage gold (S.F.) 1st series	1,800,000	7 1/2	May & Nov.	N.Y. & Lond.	1899	....	1st Mort. gold, conv. & tax free.....	800,000	7 1/2	Jan. & July.	New York.	1910	....
1st Mortgage gold (S.F.) 2d series	979,000	7 1/2	"	"	1900	....	Providence and Worcester:						
Pennsylvania:							1st Mortgage.....	300,000	6	Jan. & July.	Providence.	18	....
1st Mortgage (Harr. to Pbg).....	4,970,000	7	Jan. & July.	Philadelphia.	1880	100 1/2	Quincy, Alton and St. Louis:						
2d Mortgage (" " " " " " " ")	2,583,600	6	April & Oct.	"	1875	101 1/2	1st Mortgage gold.....	850,000	7 1/2	May & Nov.	Philadelphia.	1882	....
2d Mortgage (" " " " " " " ")	2,282,240	6 1/2	"	London.	1875	....	Quincy and Toledo (T.W. & W.):						
General Mortgage (coup. & reg.)	10,558,760	6	J. A. J. & O.	Philadelphia.	1910	91	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	80
State lien for \$7,500,000, skg fd	5,401,675	5	April & Oct.	Harrisburg.	'74-'90	....	Quincy & Warsaw (C. B. & Q.):						
Pennsylvania Coal:							1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	Boston.	1890	99 1/2
1st Mortgage.....	542,500	7	Feb. & Aug.	New York.</									

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Rockford, R. Island & St. Louis:							Sioux City and Pacific:						
1st Mortgage tax free.....	\$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....	1st Mortgage gold.....	\$200,000	6*	Jan. & July.	Boston.	1898	....
Home, Watertown & Ogden:							Somerset (Me. Central):						
1st Mortgage (W. & R. S) Skg Fund	799,000	7	March & Sept.	New York.	1880	....	1st Mortgage gold.....	500,000	7*	June & Dec.	Boston.	1891	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	"	'72-'74	....	South Carolina:						
Consolidated Mort. Skg Fund....	824,500	7	"	"	1891	....	1st Mortgage Sterling.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
Rondout and Oswego:							1st Mortgage (L. currency).....	807,500	7	"	New York.	'82-'88	....
1st Mortgage, gold \$20,000 p.m.		7*	Jan. & July.	New York.	1890	....	Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Rutland (Verm. Cen. & Can.):							Domestic (G) Bonds.....	342,500	6	Jan. & July.	"	'73-'74	....
Equipment Mortgage, tax free....	500,000	7	May & Nov.	Boston.	1880	72	Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'80-'91	....
Equipment Mortgage.....	500,000	8	March & Sept.	"	1880	76	Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Saint Croix and Penobscot:							Domestic (special) Bonds.....	71,200	7	various.	"	'72-'74	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	South Florida:						
2d Mort. (" ").....	17,500	6	"	"	1879	....	1st M. endor. by State \$16,000pm		8				
Calais Loan (Lewey's Island)....	130,000	6	June & Dec.	"	1876	....	1st Georgia & Florida (A. & G.)	464,000	7	May & Nov.	New York.	1888	....
St. Joseph & Denver City:							1st Mort. assumed by Atl. & Gulf	200,000	7	"	"	1889	....
1st Mort. (E. D.) gold tax free....	1,612,000	8*	Feb. & Aug.	N. Y. or Lond.	1899	....	2d Mort. " " " " " "						
1st M. (W. D.) land grant, g'd tax fr	15,000pm	8*	"	"	1900	....	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	103	2d Mortgage for \$200,000.....	179,000	7	March & Sept.	"	1884	....
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	"	1894	....	South and North Alabama.						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	86	1st Mort., endor. by Ala., gold....	22,000 pm	8*	Jan. & July.	New York.	1890	64
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....	South Pacific (Atl. & Pac.):						
2d Mortgage Income (Series E).	1,700,000	7	"	"	1894	70	1st Mortgage gold, assumed....	7,189,000	6*	Jan. & July.	New York.	1888	....
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	South Shore (Mass.):						
St. Louis, Coun. Bluffs & Omaha:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	63
1st Mortgage, gold \$16,000.....		7*	Jan. & July.	New York.	1901	....	South Side (L. I.):						
St. Louis and Iron Mountain:							1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887	....
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	84	South Side, Va. (A. M. & O.):						
St. Louis, Jacksonv. & Chic. (C. & A.):							1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	97	2d preferred bonds.....	617,000	6	"	"	'84-'90	65
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	"	1898	....	3d preferred bonds.....	418,500	6	"	"	'84-'90	....
St. Louis, Kansas City & North:							Southern Central:						
1st Mortgage (late North M.P.):	6,000,000	7	Jan. & July.	New York.	1901	82	1st Mortgage, skg fund conv....	1,500,000	7	Jan. & July.	New York.	1900	....
St. Louis, Lawr. & Denv. (Pacific):							Southern Iowa and Cedar Rapids:						
1st Mortgage gold, guaranteed....	1,000,000	6*	Jan. & July.	New York.	1901	....	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	...	1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
1st M. (Evans, D.) gold skg f'd, con	1,000,000	7	"	"	1890	....	2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	"	1890	....
St. Louis and St. Joseph:							Southern (Cal.) Pacific:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....	1st Mortgage gold for \$28,000,000.	5,750,000	6*				
St. Louis, Van. & T. H. (T. H. & I.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,599,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage, (A.) guaranteed....	1,600,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7*	"	"	1880	....
2d Mortgage (B.) convertible....	1,000,000	7	"	"	1898	....	South Western (Cen. of Ga.):						
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....	Plain Bonds, various conv....	391,000	7	various.	Macon.	'72-'86	....
St. Paul and Chicago (M. & St. P.):							1st Mortgage (Muscookee) conv..	300,000	7	"	"	'72-'76	....
1st M. land gr. gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed....	198,370	7	"	"	1879	....
1st Mort. (St. Paul to Wab.) 70 m.	700,000	7	Jan. & July.	"	1892	....	Springfield & Illinois S. Eastern:						
2d M. (N. Line) 80 m. & 1st land gr.	1,300,000	7	June & Dec.	"	1892	....	1st Mortgage gold, tax free....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
General Mort. (R. R. & Lands)	2,620,000	7*	Jan. & July.	"	....	....	2d Mortgage gold, tax free....	1,000,000	7*	"	"	1900	....
General Mort. (R. R. & Lands) sig.	1,600,000	7*	"	London.	....	....	Springfield and Northwestern:						
1st M. (W. Line) R.R. & Lands....	6,000,000	7	"	New York.	....	....	1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York.	1901	....
2d M. (W. Line) R. R. & Lands....	3,000,000	7	"	"	....	....	Staten Island:						
St. Paul and Sioux City:							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
1st Mortgage \$16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....	Sterling Mountain:						
Land Stock on 400,000 acres....	2,400,000	8	J. A. J. & J.	"	1890	....	1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
St. Paul, Stillwater & Taylor's F.							Sullivan (Verm. Central):						
1st Mortgage for \$450,000.....		8	Jan. & July.	New York.	1901	....	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Salem (W. Jer.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92	Sullivan and Erie:						
Salem and Lowell (B. & L.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
1st Mortgage.....	226,930	6	Feb. & Aug.	Boston.	1878	90	Summit Branch:						
Sand. Mansfield & Newark (C. & O.)							1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....	Sunbury and Lewiston:						
San Fran., Oakland & Alameda:							1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....	Superior and St. Croix:						
Saratoga & Whitehall (R. & S.):							1st Mortgage, \$16,000 p. m.....		8				
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Superior and Northwestern:		8				
Savannah and Charleston:							1st Mortgage, \$16,000.....		8				
1st Mortgage (Sav. & Char.) bonds	500,000	7	Jan. & July.	New York.	1889	....	Suspens. Brid. & Erie June (Erie):						
State guaranteed (C. & S.) bonds.	505,000	6	May & Nov.	Charleston.	1870	....	1st Mortgage.....	1,000,000	7		New York.	....
Funded Interest bonds.....	157,400	7	"	"	1889	....	Sussex (N. J.):						
Savannah, Griffin & North Ala.							1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
1st Mortgage for \$500,000 guar..	152,000	7	Jan. & July.	Macon.	1891	....	Swedesboro (W. Jer.):						
Savannah and Memphis:							1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....
1st Mortgage gold, endor.....	16,000pm	5*	May & Nov.	New York.	1890	....	Syracuse, Bing. & N. Y. (D. L. & W.):						
Schenectady & Susq. (D. & H. Can.)							1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....	2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
Seaboard and Roanoke:							Syracuse and Chenango Valley:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1890	100	1st Mort. gold, for \$500,000....		7*	Feb. & Aug.	New York.	1891	....
Selma and Gulf:							1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
1st M. (guar. by Ala.) \$16,000pm.		5*	April & Oct.	New York.	1890	....	Terro Haute & Indianapolis:						
Selma, Marion and Memphis:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
1st M. gold gr. by Ala. \$16,000pm.		5*	March & Sept.	New York.	1889	....	Pioga:						
Selma, Rome and Dalton:							1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....	Polio, Peoria and Warsaw:						
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1890	....	1st Mortgage (E. Div.) 110 m....	1,600,000	7	June & Dec.	New York.	1894	83
Equipment Mortgage.....	280,000	10	"	"	1881	....	1st Mortgage (W. Div.) 117 m....	1,800,000	7	Feb. & Aug.	"	1896	72
Shamokin Valley & Pottaw. (N. C.):							2d Mortgage (W. Div.) 117 m....	1,300,000	7	April & Oct.	"	1886	56
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	92	Equipment Mort. sinking fund....	84,000	8	Jan. & July.	"	1879	....
Sheboygan and Fond du Lac:							Consol. Mort. 227 m. \$6,500,000.	1,406,000	7	May & Nov.	"	1910	58
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....	1st Mortgage (Burl. Br.) 19 m....	250,000	7	June & Dec.	"	1910	....
1st Mortgage extension.....	694,000	8	April & Oct.	"	1886	....	Tom's River & Watert. (N. J. So.):						
Shenandoah and Allegheny:							1st Mortgage guaranteed.....	80,500	7		New York.	1888	....
1st Mortgage for \$1,000,000.....	638,000	7	April & Oct.	New York.	1889	....	Troy & Bennington (T. &):						
Shepaug Valley (Ct.):							1st Mortgage skg fund, unr....	100,600	7	Jan. & July.	Troy.	1878	....
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....	1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
Shore Line (N. Y. & N. H.):							2d Mortgage.....	300,000	7	April & Oct.	"	1885	....
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....	3d Mortgage.....	650,000	7	May & Nov.	"	1876	....
Sioux City and St. Paul:							Convertible Bonds.....	648,000	7	"	"	1882	....
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....						
Land Grant Mortgage gold.....	500,000	7*	Jan. & July.	"							

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Toledo, Wabash and Western:							Western Maryland:						
1st Mort. (Tol. & Ill. 75 m.)	\$900,000	7	Feb. & Aug.	New York.	1890	93	1st Mortgage.....	\$400,000	6	Jan. & July.	Baltimore.	1890	80
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	"	1890	1st Mort. endor. by Balt.....	200,000	6	"	"	1890	100
1st M. (Gt. W. Rwy of '59, 181m.)	500,000	7	Feb. & Aug.	"	"	1898	2d Mort.	300,000	6	"	"	1890	98
1st Mort. (Quincy & Tol 34 m.)	500,000	7	May & Nov.	"	"	1890	2d Mort. endor. by Wash. Co.	300,000	6	"	"	1890	91
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	"	"	1882	2d Mortgage preferred.....	600,000	6	"	"	1895	61
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	"	1878	2d Mortgage endor. by Balt.....	875,000	6	"	"	1900	99
2d Mort. (T. Wab. & Wt. 167 m.)	1,500,000	7	"	"	"	1871	Western Pacific (Cen. Pac.):						
2d M. (Gt. W. Rwy of '59, 181m.)	2,500,000	7	"	"	"	1893	1st Mortgage assumed, gold.....	2,735,000	6	Jan. & July.	New York.	1899	82
Equipment (Tol. & Wab. 75m.)	600,000	7	"	"	"	1883	Western Pennsylvania (Penn.):						
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	"	"	1907	1st Mortgage (main line 67 m.) ..	800,000	6	April & Oct.	Philadelphia.	1893	80
1st M. (Dec. & East St. L. 109m.)	2,700,000	7	"	"	"	1900	1st Mortgage (Pittsb. Br. 28 m.) ..	1,000,000	6	Jan. & July.	"	1896	
Consol. 2d mort. (500 m.) gold..	5,000,000	7	Feb. & Aug.	"	"	1893	Western Union (M. & St. P.):						
Troy, Salem & Rutland (R. & Sar.):							1st Mortgage for \$5,000,000	3,275,000	7	Jan. & July.	New York.	1896	
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	....	West Jersey:						
Troy Union (and Depot):							Loan of Mar. 1, 1863, gr. by C. & A.	400,000	6	March & Sept.	Camden.	1883	85
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	1st Mortgage, Jan. 1, 1869.....	1,000,000	6	Jan. & July.	"	1896	96
2d Mortgage, guaranteed.....	400,000	6	"	"	"	1878	Consolidated mort. Apr. 1, 1869.	1,000,000	7	April & Oct.	"	1899	103
Tuckerton:							West Wisconsin:						
1st Mortgage.....	180,000	7	April & Oct.	Philadelphia.	1901	....	1st Mort. land gr. gold skg fund	4,000,000	7	Jan. & July.	N. Y. or Lond.	1896	84
Union Pacific:							Whitehall & Plattsburg (M. & P.):						
1st Mortgage gold, tax free.....	27,237,000	6	Jan. & July.	N. Y. & Bost.	'96-'99	84	1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1888	....
2d Mortgage (Gov. subsidy).....	27,236,000	6	"	"	'96-'99	84	Wicomico and Pocomoke:						
1st Mort. Land Grant.....	9,193,000	7	April & Oct.	"	1889	85	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1873	....
Income Mortgage.....	7,563,000	10	March & Sept.	"	1874	83	Williamston and Tarboro':						
Omaha Bridge B'ds, etc. \$250,000	2,500,000	8	April & Oct.	London.	1896	....	1st Mortgage.....	350,000	8	May & Nov.	New York.	1900	....
Union Pacific (Central Div.):							Wilmington, Colum. & Augusta:						
1st Mortgage gold, tax free.....	1,600,000	6	May & Nov.	New York.	1895	....	1st Mortgage.....	3,200,000	7	June & Dec.	Baltimore.	1900	65
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	"	'96-7-8	....	Wilm., Charlotte & Rutherford:						
Union Pacific, S. Br. (M. K. & T.):							1st mortgage.....	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage gold, skg fund.....	3,595,000	6	Jan. & July.	New York.	1899	....	1st Mortgage, endor. by N. Car.	1,000,000	8	"	"	1897	....
Union & Titusville (O. C. & A. Riv.):							Wilmington and Reading:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	1st Mortgage.....	1,250,000	7	April & Oct.	Philadelphia.	1900	90
United Companies of New Jer.:							2d Mortgage coupon or regis....	723,600	7	Jan. & July.	"	1902	79
Sinking Fund sterling £262,000	1,268,080	6	Jan. & July.	London.	1880	....	Wilmington and Weldon:						
Loan of 1875 (Joint Companies)	675,000	6	April & Oct.	Philadelphia.	1875	98	Sterling Bonds.....	648,700	6	Jan. & July.	London.	1881	....
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug.	New York.	1875	....	Currency Bonds.....	221,400	7	May & Nov.	"	1882	....
Loan of 1883 (" ")	450,000	6	"	"	1878	....	Sinking Fund gold, Bonds.....	710,000	7	Jan. & July.	New York.	1896	90
Loan of 1883 (Camden & Amb'y)	1,700,000	6	"	Philadelphia.	1883	92	Wilmington and Western (Del.):						
Loan of 1889 " " "	806,000	6	June & Dec.	Princeton.	1889	87	1st Mortgage, Jan. 1, 1872.....	400,000	7	J. A. & J. O.	Wilmington.	1892	....
Consolidated (mort.) Loan of 1839	5,000,000	6	May & Nov.	Philadelphia.	1889	100	Winona & St. Peter (C. & N. W.):						
Sterling Loan £569,200.....	1,846,000	5	March & Sept.	London.	1894	....	1st Mortgage \$20,000 p. m.	2,750,600	7	Jan. & July.	New York.	1890	80
Sterling Loan £360,000.....	1,800,000	6	"	"	1888	....	2d Mortgage \$12,000 p. m.	1,565,000	7	May & Nov.	"	1890	....
Loan of 1888 " " "	154,000	6	"	"	1888	....	Land Grant Mort. gold, skg fund	4,375,000	7	June & Dec.	"	1916	....
Bond to State of New J. (N. J. Co)	100,000	7	Feb. & Aug.	New York.	1887	....	Wisconsin Central:						
Bond to State of N. Jer. (U. Co's)	500,000	7	"	"	1887	....	1st M. L. G. gold S. F. \$25,000pm		7	Jan. & July.	Boston.	1901	75
Loan of 1894 " " "	2,000,000	6	April & Oct.	Philadelphia.	1894	....	Worcester (Md.):						
Utica and Black River:							1st Mortgage.....	210,000	6	Jan. & July.	Baltimore.	1891	....
1st Mortgage.....	351,500	7	Jan. & July.	N. Y. & Utica.	1878	....	Worcester and Nashua:						
Utica, Chen. & Susq. Val. (D. & H. C.):							Plain Bonds.....	125,000	7	Jan. & July.	Boston.	1890	....
1st Mortgage.....	.....	7	"	"	"	....	Plain Bonds.....	75,000	6	"	"	1890	....
Utica, Ithaca and Elmira:							CANAL BONDS.						
1st Mortgage gold, skg fund.....	25,000 m	7	Jan. & July.	N. Y. & Lond.	1892	....	Chesapeake and Delaware:						
Vermont Central:							1st Mortgage sinking fund.....	1,997,872	6	Jan. & July.	Philadelphia.	1886	90
1st Mortgage consolidated.....	3,000,000	7	June & Dec.	Boston.	1886	15	Chesapeake and Ohio:						
2d Mortgage consolidated.....	1,500,000	7	"	"	1891	2	1st Mortgage sinking fund.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
1st Mort. (Stan. Sheff. & Ch. R. R.)	445,800	7	Jan. & July.	"	1887	60	Sterling, Loan guaranteed.....	4,375,000	5	"	London.	1890	....
Guar. Stock (Vt. & Ch. R. R.)	795,500	8	June & Dec.	"	1887	74	Preferred Bonds (next lien) ..	1,699,500	6	Jan. & July.	Baltimore.	1885	107
Equipment Mortgage.....	1,000,000	8	May & Nov.	"	'76-'77	65	Delaware Division (L. C. & N.):						
Equipment Mortgage.....	1,000,000	8	"	"	1889	65	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	89
Vermont and Massachusetts:							Delaware and Hudson:						
1st Mortgage sinking fund.....	550,000	6	Jan. & July.	Boston.	1883	92	1st Mort. (1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
Convertible bonds, tax free.....	200,000	7	"	"	1879	102	gaged - 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	"	1884	103
Vermont Valley (Rutland):							gistered. 3d series, Jan. 1, 1871.	5,000,000	7	"	"	1891	107
1st Mortgage.....	586,000	7	April & Oct.	New York.	1860	....	Delaware & Raritan See U'd Col's.						
2d Mortgage.....	114,000	6	"	Boston.	1860	....	Lehigh Coal and Navigation:						
2d Mortgage.....	293,200	7	"	New York.	1859	....	Mortgage Loan reg.....	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	96
Vicksburg and Meridian:							Mortgage Loan reg.....	2,000,000	6	F. M. A. & N.	"	1897	96
1st series (red).....	722,500	7	Jan. & July.	Philadelphia.	1890	....	Mortgage (equip.) Loan, gold..	4,844,000	6	June & Dec.	"	1897	96
General 2d series (blue).....	850,000	7	"	"	1890	....	Convertible Loan, gold.....	922,000	6	March & Sept.	"	1894	100
Mortgage 3d series (black).....	154,000	7	"	"	1890	....	Convertible Bonds.....	1,496,879	6	June & Dec.	"	1877	87
4th series (not end.).....	1,273,000	7	April & Oct.	"	1880	....	Monongahela Navigation:						
Special Loan 1871.....	225,439	8	Jan. & July.	"	1880	....	1st Mortgage.....	103,000	6	Jan. & July.	New York.	1887	....
Vineland:							Morris (and Banking):						
1st Mortgage tax free.....	750,000	7	April & Oct.	New York.	1890	....	1st Mortgage.....	500,000	6	April & Oct.	Philadelphia.	1876	101
Virginia & Tennessee (A. M. & O.):							2d Mortgage.....	285,000	6	"	"	1876	96
1st Mortgage.....	494,000	6	Jan. & July.	N. Y. & Lynch.	1873	....	Boat Loan, sinking fund.....	236,965	7	"	"	1885	100
Enlarged Mortgage.....	990,000	6	"	"	1884	....	Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
4th Mortgage.....	846,000	8	March & Sept.	"	1900	79	Pennsylvania:						
Registered Certificates.....	123,208	8	Jan. & July.	"	'71-'75	....	1st Mortgage skg fund guar....	2,205,000	6	Jan. & July.	Philadelphia.	1887	68
Funded Interest.....	204,200	8	"	"	1880	....	1st Mortgage (Wy. Val. Can.)..	600,000	6	"	"	1878	....
Income Mortgage (fundable).....	112,500	8	"	"	1866	....	1st Mortgage (Erie Canal).....	743,654	7	"	"	1865	....
Wallkill Valley (Erie):							Interest Bonds (Erie Canal) 1850	161,960	7	"	"	1873	....
1st Mortgage gold, tax free.....	20,000pm	7	April & Oct.	New York.	1910	....	Schuylkill Navigation (Ph. & R.)						
Ware River (Vt. Cen.).....							1st Mortgage.....	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
1st Mortgage gold, for \$750,000..	462,000	6	June & Dec.	New York.	1890	....	2d Mortgage.....	4,016,670	6	Jan. & July.	"	1882	77
Warren (D. L. & W.):							Plain Bonds.....	85,222	6	"	"	1876	70
1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....	Improvement bonds.....	260,000	6	May & Nov.	"	1870	76
2d Mortgage, guaranteed.....	750,000	7	May & Nov.	"	1900	....	Boat and Car Loan.....	756,650	6	"	"	1888	77
Warren & Franklin (O. C. & A. H. R.):							Boat and Car Loan.....	628,100	7	"	"	1889	88
1st Mortgage, assumed.....	580,000	7	April & Oct.	Philadelphia.	1882	78	Coupon Bonds.....	1,079,000	6	Jan. & July.	"	1895	76
Warwick Valley (Erie):							Susquehanna (S. & Tide Water):						
1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	....	1st Mortgage.....	227,000	6	Jan. & July.	Philadelphia.	1894	74
Washington and Ohio:							2d Mortgage.....	700,000	6	"	"	1886	....
1st Mortgage gold, \$9,000,000.....	.....	7	April & Oct.	New York.	1891	....	3d Mortgage (Stg. & Tide-W.):	874,000	6	"	London.	1878	....
Watertown & Rome (R. W. & O.):							1st Mortgage.....	97,810	6	Jan. & July.	Baltimore.	1894	....
Sinking Fund Bonds.....	799,900	7	March & Sept.	New York.	1880	....	2d Mortgage.....	300,000	6	"	"	1885	....
Westchester and Philadelphia:							3d Mortgage.....	437,000	6	"	"	1878	....
1st Mortgage.....	108,400	7	Jan. & July.	Philadelphia.	1873	....	Union:						
General Mortgage, tax free.....	1,072,300	7	April & Oct.	"	1891	104	1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	....
Western of Alabama:							West Branch and Susquehanna:						
1st Mortgage (Western R. R.).....	600,000	8	April & Oct.	New York.	1888	....	1st Mortgage.....	450,000	6	Apr. & Oct.	Philadelphia.	1878	....
1st Mortgage (M. & W. Point R. R.)	750,000	8	"	"	1881	....	2d Mortgage.....	298,000	6	May & Nov.	"	1899	....
2d Mortgage (consols guar.).....	1,146,000	8	"	"	1900	....						
Income Mortgage.....	813,400												

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c.

ASTERISK (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

[illegible]

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

See over-leaf (C) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Railroad.		Rolling Stock.		Property and Assets.		Liabilities.		Operations.		Earnings.		Value of Shares.
				Companies.								

Dec. 31, 1873	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	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PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (*) have equal dividends with Lessees' own stock.)

COMPANIES.	Amount of stock issued.	Rate.	Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic and Great Western, pref.	10,000,000	7	7	100
Atlantic, Mississippi and Ohio, pref.	800,000	7	7	100
Atlantic and Pacific, preferred	10,000,000	7	14	100
Atlantic and St. Lawrence, * guar.	3,994,900	4	4	100
Baltimore and Ohio, * preferred	3,552,800	6	5	105
Berkshire, * guaranteed	600,000	7	7	100
Blossburg and Corning, * guaranteed	250,000	5	5	100
Boston, Concord and Montreal, pref.	800,000	6	84	100
Buffalo, New York and Erie, * guar.	950,000	7	7	100
Catawissa, * pref. and guar.	1,169,600	7	86	100
Camden and Amboy, * guaranteed	5,847,800	10	125	100
Camden and Atlantic, preferred	763,549	7	82	100
Cayuga and Susquehanna, * guar.	589,110	9	9	100
Cedar Rapids and Missouri River, preferred and * guaranteed	769,600	7	7	100
Central of New Jersey, * guar.	20,000,000	10	106	100
Central Ohio, * preferred	411,550	6	50	100
Chemung, * guaranteed	380,000	6	6	100
Cheshire, preferred	2,183,200	7	78	100
Chicago and Alton, * preferred	2,425,400	10	109	100
Chicago, Iowa & Nebraska, * guar.	3,916,300	8	89	100
Chicago and North-Western, pref.	21,289,563	7	55	100
Cinc., Sand. and Cleveland, pref.	429,000	6	25	100
Cleveland and Mahoning, * guar.	2,059,200	7	7	100
Cleveland and Pittsburgh, * guar.	11,236,150	7	87	100
Cumberland Valley, 1st preferred	241,900	8	8	100
" " 2d preferred	243,000	8	8	100
Dayton and Michigan, pref. & guar.	922,400	8	8	100
Delaware, * guaranteed	1,315,390	6	6	100
Detroit and Milwaukee pref. & guar.	2,517,140	6	6	100
Dubuque and Sioux City, * guar.	6,000,000	3	80	100
Dubuque South-Western, pref.	590,315	8	8	100
Eastern (N. H.) * * guaranteed	492,500	6	44	100
Elmira, Jeff. and Canad. * guar.	500,000	5	5	100
Elmira & Williamsport, pref. & * guar.	500,000	7	76	100
" " com. & * guar.	500,000	5	5	100
Erie Railway, preferred	8,536,910	7	47	100
Erie and Pittsburgh, * guar.	2,000,000	7	7	100
Evansville and Crawfordsville, pref.	100,000	7	7	100
Hannibal and St. Joseph, pref.	2,167,700	7	32	100
Harrisburg and Lancaster, * guar.	1,182,500	7	97	100
Housatonic, preferred	1,180,000	8	96	100
Huntington & Broad Top Min. pref.	100,750	27	27	100
Jeff. and Indianapolis, * guar.	2,000,000	7	7	100
Joliet and Chicago, * guar.	1,500,000	7	85	100
Joliet and Northern Indiana, * guar.	300,000	8	8	100
Little Miami, Col. and Xenia, * guar.	6,394,450	8	8	100
Louisv., Cincinnati and Lex. pref.	851,000	9	9	100
Marietta and Cincinnati, 1st pref.	8,101,650	18	18	100
" " 2d pref.	4,436,250	9	9	100
Mich. Southern, (Lake Shore) guar.	533,500	10	10	100
Mill Creek, * guaranteed	323,375	10	10	100
Milwaukee and St. Paul, preferred	12,274,488	7	52	100
Montclair, * guaranteed	3,856,450	8	100	100
Morris and Essex, * guar.	2,000,000	7	96	100
Nesquehoning Valley, * guar.	15,000,000	10	10	100
Newark and New York, * guar.	2,000,000	7	114	100
Newcastle and Beaver Valley, * guar.	1,000,000	7	7	100
New Jersey, * guaranteed	605,000	10	10	100
New London Northern, * guar.	729,200	10	124	100
New York & Harlem, * pref. & guar.	971,400	10	10	100
" " com. & guar.	1,500,000	8	127	100
Niagara Br. & Canandaigua, * guar.	8,000,000	8	8	100
North Eastern (S. C.), preferred	105,000	6	6	100
Northern New Jersey, * guar.	1,000,000	8	8	100
Norwich and Worcester, * guar.	2,823,100	10	10	100
Ogdensburg & Lake Champlain, * guar.	3,077,000	7	49	100
Ohio and Mississippi, preferred	2,000,000	8	92	100
Oswego and Syracuse, * guar.	4,030,000	7	50	100
Panama, guaranteed	1,144,400	7	9	100
Paterson and Hudson, * guar.	6,000,000	12	112	100
Pemberton and Hightstown, * guar.	7,295,200	8	84	100
Peoria and Bureau Valley, * guar.	342,000	6	6	100
Philadelphia and Erie, preferred	1,200,000	8	8	100
Phila., Germantown & Norristown, * guar.	2,231,900	12	179	100
Philadelphia and Reading, * pref.	1,551,687	10	10	100
Philadelphia and Trenton, * guar.	1,259,100	10	123	100
Pittsburg, Ft. Wayne & Chic. * guar.	22,214,285	7	93	100
Pittsfield and North Adams, * guar.	450,000	5	86	100
Portland, Saco & Portsmouth, * guar.	1,500,000	10	113	100
Rochester & Genesee Valley, * guar.	557,560	7	25	100
Rutland, * preferred and guaranteed	4,300,000	7	14	100
St. Louis, Alton & Terre Haute, * guar.	2,468,400	7	21	100
St. Louis, Jacksonv. & Ch., pf. & guar.	1,054,100	7	7	100
St. Louis, Kansas City & Nor., pref.	12,000,000	7	5	100
Schuykill Valley, * guaranteed	576,000	5	5	100
Shamokin V. & Pottsville, * guar.	869,450	6	6	100
Toledo, Peoria & Warsaw, 1st pref.	1,700,000	7	7	100
" " 2d pref.	1,000,000	7	7	100
Toledo, Wabash and Western, pref.	1,000,000	7	7	100
Warren, * guaranteed	1,800,000	7	7	100
CANAL STOCKS.				
Delaware Division, * guar.	1,633,350	8	8	100
Delaware and Raritan, * guar.	6,847,500	10	10	100
Morris, preferred and * guaranteed	1,176,000	10	125	100
" " com. and * guar.	1,066,000	4	4	100
Schuylkill Navigation, preferred	2,808,977	6	24	100

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, \$5; Scrap Wrought, \$3 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.	
Pig, Scotch—Coltness..... per ton 40 — @ —	
Gartsherrie..... — @ —	
Summerlee..... 34 50 @ —	
Carnbroe..... — @ —	
Langloan..... — @ —	
Glenarnock..... 34 — @ 35	
Eglinton..... 33 — @ 35 50	
Pig, American, No. 1..... 30 — @ 32	
Pig, American, No. 2..... 27 — @ 29	
Pig, American, Forge..... 26 — @ 27	
Bar, Refined, English and American..... — @ —	
Bar, Swedes, assorted sizes..... (gold) 137 50 @ 140	
STEEL PRICES.	
Bar, Swedes, ordinary sizes..... 160 — @ 162 50	
Bar, Swedes, Plover sizes..... 170 — @ 172 50	
Bar, Refined, 1½ to 2 in. rd. & sq. 1 to 6 inch x 1½ to 1 in..... 67 50 @ 70 —	
Bar Refined, 1½ to 6 by 1½ & 5-16 in..... 72 50 @ 75 —	
Bar Refined, 1 & 1½ by 1½ & 5-16 in..... 72 50 @ 75 —	
Large Rounds, 2½ to 24 in. 3½ to 4 in..... 75 — @ 90 —	
Scroll..... 90 — @ 130 —	
Ovals and Half-round..... 90 — @ 100 —	
Band, 1 to 6 in. by 3-16 to No. 12..... 85 — @ 87 50	
Horse Shoe..... 97 50 @ 100 —	
Rods, 1½ to 1 in. by 3-16 to No. 12..... 70 — @ 127 50	
Hoop, 1½ by No. 22 to 1 & 1½ by 13 & 14..... 95 — @ 150 —	
Nail Rod..... 8 — @ 9 —	
Sheet Russia, as to assortment..... (gold) — @ — 15½	
Sheet, Single, D. and T. Common..... 44 — @ 5 —	
Sheet, Doubles and Trebles, Charcoal..... 5 — @ 6 —	
Sheet Galvanized..... List 10 per ct. disc.	
Rails, English..... (gold) per ton 50 — @ 62 —	
Rails, American, at Works in Penna. c'y..... 58 — @ 62 50	
STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 24 cents; over 7 cents and not above 11.3 cents per lb.; over 11 cents, 34 cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)	
English, Cast, (2d and 1st quality)..... per lb. — 17 — @ 21	
English Spring (2d and 1st quality)..... — 94 — @ 104	
English Blister (2d and 1st quality)..... — 14 — @ 18½	
English Machinery..... — @ — 14½	
English German (2d and 1st quality)..... — 12½ — @ 14½	
American Blister..... — @ — 11½	
American, Cast, Tool..... — @ — 16	
American, Cast Spring..... — @ — 10	
American Machinery..... — @ — 11	
American German Spring..... — @ —	
NAILS—DUTY: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.	
10d. to 60d. Com. Fence & Sheath per keg..... 3 75 @ 3 85	
8d. and 6d. "..... 4 — @ 4 15	
6d. and 7d. "..... 4 25 @ 4 40	
4d. and 5d. "..... 4 50 @ 4 65	
3d. and 4d. Light..... 5 25 @ 5 40	
3d. Fine..... 6 — @ 6 15	
2d. Fine..... 6 75 @ 6 90	
Cut Spikes, all sizes..... 4 — @ 4 15	
TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.	
Bianca..... (gold) per lb. — @ — 25½	
Strait..... (gold)..... 22 — @ 22½	
English, L. & F..... (gold)..... — @ — 20½	
English, Refined..... (gold)..... — @ — 21½	
Plates—Fair to good brands..... Gold.	
I. C. Charcoal..... per box 10 — @ 10 25	
I. C. Coke..... 7 50 @ 8 —	
Coke Terne..... 7 25 @ 7 50	
Charcoal Terne..... 8 7½ @ 9 —	
PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.	
Crude 40@48 gravity (in bulk)..... — @ — 5	
Crude 40@47 gravity (in shipping order)..... — 8½ — @ 8½	
Refined, Standard White (in ship's order)..... 11½ — @ 11½	
Refined, S. W. (in jobbing lots)..... 11½ — @ 12	
Refined, S. W. (in tin)..... 16½ — @ 20	
Naphtha, Refined (65@73 gravity)..... 9½ — @ 10	
Residuum..... (in shipping order) per gall. — 6½ — @ 7	
COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.	
Copper, New Sheathing, (over 12 oz.) per lb. — 30 — @ 31	
Copper, Bolts..... 32 — @ 33	
Copper, Braziers (over 16 oz.)..... 32 — @ 33	
Copper, Nails..... 37 — @ 38	
Copper, Old Sheathing, &c., mixed lots..... — @ —	
Copper, American Ingot Lake..... 19 4½ — @ 19½	
Copper, English Pig..... — @ —	
Yellow Metal, New Sheathing & bronze..... 22 — @ 22	
Yellow Metal, Bolts..... 30 — @ 30	
Yellow Metal, Nails, Sheathing & Slatting..... 23 — @ 24	
LEAD—DUTY: Pig, \$2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 per cent.	
Spanish Ordinary..... (gold) per 100 lb. 6 37½ — @ —	
German Ordinary..... (gold) 6 37½ — @ —	
Foreign..... (gold) 6 50 — @ —	
Foreign Refined..... (gold) 7 12½ — @ 7 25	
Domestic..... (gold) 5 75 — @ —	
COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.	
Liverpool Gas Cannel..... 11 — @ —	
Liverpool House Cannel..... 18 — @ 19 —	
Anthracite (by cargo)..... per ton of 1,000 lb. 5 — @ 6 25	

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 19.									
	Th. 13.	F. 14.	Sat. 15.	M. 17.	Tu. 18.	W. 19.			
Harv. & Erie.....	14	14	14	14	14	14			
Co.....	14	14	14	14	14	14			
Pacific.....	14	14	14	14	14	14			
Pacific 6s.....	90	90	90	90	90	90			
of N. Jersey.....	106	106	106	106	106	106			
ake & Ohio 1 m.....	106	106	106	106	106	106			
o & Alton.....	103	103	103	103	103	103			
pref.....	104	104	104	104	104	104			
1 M.....	108	108	108	108	108	108			
S. F.....	108	108	108	108	108	108			
Inc. bds.....	98	98	98	98	98	98			
, Burl. & Q.....	107	107	107	107	107	107			
8s, 1883.....	38	38	38	38	38	38			
Northwestern.....	37	38	38	38	38	38			
pref.....	55	55	55	55	55	55			
1st M.....	55	55	55	55	55	55			
S. F.....	55	55	55	55	55	55			
Consol.....	55	55	55	55	55	55			
Rock Isl. & Pac.....	98	98	99	100	100	101			
I. & Pa. 7s, 1896.....	98	98	99	100	100	101			
ol., C. & Ind.....	65	62	62	65	65	65			
Pittsburg guar.....	86	86	87	86	86	87			
2 M.....	86	86	87	86	86	87			
3 M.....	86	86	87	86	86	87			
4 M.....	86	86	87	86	86	87			
and Toledo.....	86	86	87	86	86	87			
S. F. 7s.....	86	86	87	86	86	87			
l., & Ind. C.....	13	13	13	13	13	13			
1 M.....	13	13	13	13	13	13			
2 M.....	13	13	13	13	13	13			
Hudson Canal.....	114	114	114	113	113	113			
ek. & Western.....	107	107	107	107	107	107			
1 M 7s.....	107	107	107	107	107	107			
2 M 7s.....	107	107	107	107	107	107			
ilwau.....	32	31	31	32	32	32			
pref.....	32	31	31	32	32	32			
1 M 7s, 1897.....	103	103	103	103	103	103			
2 M 7s, 1879.....	103	103	103	103	103	103			
3 M 7s, 1883.....	98	98	98	98	98	98			
4 M 7s, 1880.....	98	98	98	98	98	98			
5 M 7s, 1888.....	98	98	98	98	98	98			
7s, con. gold.....	98	98	98	98	98	98			
Western 2d mort.....	25	25	25	25	25	25			
al & St. Joseph.....	25	25	25	25	25	25			
pref.....	25	25	25	25	25	25			
8s, conv. 79.....	79	79	79	79	79	79			
River.....	79	79	79	79	79	79			
2 M S. F.....	79	79	79	79	79	79			
3 M 7s, 1875.....	79	79	79	79	79	79			
Central.....	94	94	94	95	95	95			
7s.....	94	94	94	95	95	95			
ore & Mich. S'th.....	72	72	72	73	73	73			
a & Cin. 1st pref. 18.....	72	72	72	73	73	73			
2d pref.....	72	72	72	73	73	73			
n Central.....	68	71	70	72	73	73			
S. F. 8s, 1882.....	68	71	70	72	73	73			
and N. I. 1 M S. F.....	113	113	113	113	113	113			
2 M.....	113	113	113	113	113	113			
and St. Paul.....	34	34	34	35	35	35			
pref.....	34	34	34	35	35	35			
1st mort.....	53	53	53	53	52	52			
2d mort.....	53	53	53	53	52	52			
8s.....	104	104	104	104	103	103			
7 3-10s con.....	104	104	104	104	103	103			
7s, gold.....	104	104	104	104	103	103			
ria.....	104	104	104	104	103	103			
H. & St. J. 1s.....	104	104	104	104	103	103			
and Essex.....	95	95	95	95	96	96			
1st mort.....	95	95	95	95	96	96			
2d mort.....	95	95	95	95	96	96			
en. & Hud. Riv. 101.....	101	102	102	102	102	102			
7s, S. F. 1876.....	101	102	102	102	102	102			
6s, S. F. 1883.....	101	102	102	102	102	102			
6s, S. F. 1887.....	101	102	102	102	102	102			
ak and Harlem.....	125	124	124	124	124	124			
pref.....	125	124	124	124	124	124			
1 M 7s.....	106	106	106	106	105	105			
N. Hav. & Hart.....	130	130	130	130	129	129			
ina 6s, old.....	129	129	129	129	129	129			
new.....	22	23	23	24	24	24			
and Miss.....	22	23	23	24	24	24			
pref.....	22	23	23	24	24	24			
2d M.....	74	74	74	75	75	75			
Mail S. S. Co.....	46	46	46	47	47	47			
1 M.....	111	111	112	112	112	112			
T. W. & Chi. gtd.....	92	92	92	93	93	93			
1 M.....	92	92	92	93	93	93			
2 M.....	92	92	92	93	93	93			
3 M.....	92	92	92	93	93	93			
iver Mining Co.....	14	14	14	14	14	14			
Alton & T. H.....	14	14	14	14	14	14			
1 M.....	14	14	14	14	14	14			
2 M. pref.....	86	86	86	86	86	86			
Income bds.....	86	86	86	86	86	86			
ee 6s, old.....	77	77	77	78	78	78			
new.....	77	77	77	78	78	78			
ab. & Western.....	35	35	35	36	36	36			
pref.....	35	35	35	36	36	36			
1 M.....	35	35	35	36	36	36			
2 M.....	35	35	35	36	36	36			
Equipment.....	35	35	35	36	36	36			
St. Lou. Div.....	28	28	29	29	29	29			
Pacific.....	28	28	29	29	29	29			
1st mort.....	83	83	84	84	84	84			
L. Gt. 7s.....	83	83	84	84	84	84			
Inc. 10s.....	82	82	83	83	83	83			
6s, old.....	82	82	83	83	83	83			
new.....	82	82	83	83	83	83			
consol.....	82	82	83	83	83	83			
def. corl.....	82	82	83	83	83	83			

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 19.

Th.13. F.14. Sat.15. M.17. Tu.18. W.19

FEDERAL STOCKS:—

U. S. 5s, 10-40s, reg.	110½	110½	110½	110½
U. S. 5s, 10-40s, coup.	113½	113½	113½	113½
U. S. 5s, 1881, reg.	112	112	112	112
U. S. 5s, 1881, coup.	112½	112½	112½	112½
U. S. 6s, 1881, reg.	117½	117½	117½	117½
U. S. 6s, 1881, coup.	117½	117½	117½	117½
U. S. 6s, 5-20s, reg. '62	112½	112½	112½	112½
U. S. 6s, 5-20s, c. 1862	112½	112½	112½	112½
U. S. 6s, 5-20s, reg. '64	115½	115½	115½	115½
U. S. 6s, 5-20s, c. 1864	115½	115½	115½	115½
U. S. 6s, 5-20s, reg. '65	116½	116½	116½	116½
U. S. 6s, 5-20s, c. 1865	116½	116½	116½	116½
U. S. 6s, 5-20s, r. n. '65	116½	116½	116½	116½
U. S. 6s, 5-20s, c. n. '65	116½	116½	116½	116½
U. S. 6s, 5-20s, reg. '67	117½	117½	117½	117½
U. S. 6s, 5-20s, c. 1867	117½	117½	117½	117½
U. S. 6s, 5-20s, reg. '68	117½	117½	117½	117½
U. S. 6s, 5-20s, c. '68	117½	117½	117½	117½
U. S. 6s, Pac. R.R. issue	117½	117½	117½	117½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 18.

W.12. Th.13. F.14. Sat.15. M.17. Tu.18

Catawissa preferred	43	43	43	43
7s, new	43	43	43	43
Camden and Amboy	92	92	92	92
6s, 1875	92	92	92	92
6s, 1883	92	92	92	92
6s, 1889	92	92	92	92
mort. 6s, '89-100	100½	100½	100½	100½
Elmira & Williamsport	100½	100½	100½	100½
pref.	98	98	98	98
7s	98	98	98	98
Lehigh Navigation	45½	45½	45½	45½
6s, 1884	96½	96½	96½	96½
Gold L.	96	96	96	96
R. R. L.	96½	96½	96½	96½
Conv. G. L.	96½	96½	96½	96½
Lehigh Valley R. R.	61	61	61	61
6s new coup.	61	61	61	61
6s new reg.	61	61	61	61
7s	61	61	61	61
Little Schuylkill R.R.	47	47	47	47
7s	47	47	47	47
Minehill	53	53	53	53
Morris Canal	120	120	120	120
pref.	120	120	120	120
North Pennsylvania	102½	102½	102½	102½
6s, 1885	102½	102½	102½	102½
7s	102½	102½	102½	102½
10s, 1887	102½	102½	102½	102½
Northern Central	84	84	84	84
Oil Creek & Alleg. Riv.	84	84	84	84
7s	84	84	84	84
Pennsylvania R. R.	50½	50½	50½	50½
1st M.	100½	100½	100½	100½
2d M.	101	101	101	101
Gen. mort.	91	91	91	91
6s, 1872	94½	94½	94½	94½
Penn. State 6s, 2d series	94½	94½	94½	94½
6s, 3d series	94½	94½	94½	94½
Philadelphia City 6s	104½	104½	104½	104½
new	104½	104½	104½	104½
Philad. Germ. & Nor.	89½	89½	89½	89½
Phila. & Reading	55½	55½	55½	55½
Philadelphia and Erie	18	18	18	18
6s	84½	84½	84½	84½
7s	84½	84½	84½	84½
Phila. Wilm. & Balt.	53½	53½	53½	53½
Schuylkill Navigation	122½	122½	122½	122½
pref.	122½	122½	122½	122½
6s, 1882	77	77	77	77
6s, 1876	88½	88½	88½	88½
6s, 1872	125½	125½	125½	125½
United Co. of N. Jersey	125½	125½	125½	125½
Hestonville, (Horse)	125½	125½	125½	125½
Chestnut & Wal.	50	50	50	50
Green & Coates	40½	40½	40½	40½
2d and 3d streets	50	50	50	50
Spruce and Pine	29½	29½	29½	29½
13th and 15th sts.	29½	29½	29½	29½

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 18.

W.12. Th.13. F.14. Sat.15. M.17. Tu.18

Baltimore City 6s, 1875	102	102	102	102
1886	101½	101½	101½	101½
1890	101½	101½	101½	101½
1884	101½	101½	101½	101½
1900	101½	101½	101½	101½
Balt and Ohio	168½	168½	168½	168½
bonds, 1875	168½	168½	168½	168½
1880	168½	168½	168½	168½
1885	168½	168½	168½	168½
Central Ohio	92½	92½	92½	92½
1st mort.	92½	92½	92½	92½
Marietta & Cin. 1st M.	102½	102½	102½	102½
2d M.	92½	92½	92½	92½
3d M. 8s	74½	74½	74½	74½
Northern Central	34½	34½	34½	34½
bonds, 1885	34½	34½	34½	34½
1900	34½	34½	34½	34½
G. B. 1900	91½	91½	91½	91½
Pittab. & Connellav. 7s	125½	125½	125½	125½
N. W. Va. 3d mort.	125½	125½	125½	125½
Virginia 6s, Consol.	52½	52½	52½	52½
Defer. Certif.	52½	52½	52½	52½
City Passenger R. R.	52½	52½	52½	52½

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 19.

Th.13. F.14. Sat.15. M.17. Tu.18. W.19

Boston and Albany	132½	132½	132½	132½
Boston and Lowell	103	103	103	103
Boston and Maine	111½	111½	111½	111½
Boston and Providence	111½	111½	111½	111½
Boston, Hartford & Erie	22½	23	23½	23½
7s	22½	23	23½	23½
Cheshire, pref.	107½	107½	107½	107½
Chl. Burl. & Quincy	107½	107½	107½	107½
Concord	55½	55½	55½	55½
Connecticut River	123	123	123	123
Eastern	55½	55½	55½	55½
Fitchburg	123	123	123	123
Manchester & Law'ree	68½	68½	68½	68½
Michigan Central	68½	68½	68½	68½
Northern, N. H.	49	49	49	49
Ogdens. & Lake Champ.	49	49	49	49
pref.	106½	106½	106½	106½
Old Colony	106½	106½	106½	106½
Ph. W. & Baltimore	53½	53½	53½	53½
Portl'd, Saco & Ports.	113	113	113	113
Union Pacific	78	78	78	78
6s	78	78	78	78
Land Grant 7s	81	81	81	81
Income 10s	78	78	78	78
Vermont & Canada	60	60	60	60
Vermont & Mass.	60	60	60	60
South Boston (Horse)	60	60	60	60
Cambridge	60	60	60	60
Metropolitan	60	60	60	60
Middlesex	60	60	60	60
Central Mining Co.	11½	11½	11½	11½
Copper Falls	11½	11½	11½	11½
Franklin	30½	30½	30½	30½
National	30½	30½	30½	30½
Quincy	30½	30½	30½	30½

London Stock Exchange.

—Closing Prices.—

July 31. Aug. 7.

Atlantic & Gt. W. 1st mort.	51	50	50	52
Do. 2d mort.	27	27	27	29
Do. 3d mort.	12½	12½	12½	13
Do. Con. mort. B'nds Bisch's Cert.	13	15	13	15
Do. Leas. Lines, Rental Bonds	60	65	60	65
Do. 1873	43	45	43	45
Do. 8 p. c. Scrip, West. Exten.	—	—	—	—
Detroit & Milwaukee 1st mort. Bonds	60	65	60	65
Do. 2d	60	65	60	65
Erie shares 100 dol. all paid	30	30½	29½	30½
Do. Convertible Gold Bonds	63	65	63	65
Do. 6 per cent Convertible Bonds	95	97	95	97
Cons. Mort. amount antho. to be issued for conv. of existing bonds	88	90	88	90
Illinois Central 100 shares all paid	88	88	86	88
Do. Redemption mort. bonds 6 p.c. 100	102	100	102	100
Illinois & St. Louis Bridge 1st mort. 100	102	100	102	100
Marietta and Cincinnati Rail. Bonds	95	98	95	98
Michigan Central 8s 1882, conv.	100	105	94	94
New York Central, 100 dols. shares	93	94	93	94
Panama General mort.	97	98	97	98
Pennsylvania, General mort.	97	98	97	98
Do. 450 shares	46	47	46½	47½
Philadelphia and Erie 1st mort.	95	97	95	97

American Railroad Journal.

Saturday, August 23, 1874.

Stock Exchange and Money Market

Money has been in moderately active demand, but the very liberal offerings of capital have kept the market quite easy for all responsible borrowers on the basis of 2@3 per cent on call, and 5@7 per cent per annum, in the discount line. The speculative inquiry for accommodation was somewhat brisker toward the close, but was promptly met by lenders. And the better grades of mercantile paper were in more request within the range. Some time loans have been made to prominent Street houses on very advantageous terms for the borrowers. The City Banks have been reducing their leading averages, in good part, through preparations on the part of the commercial classes, for the Fall trade. The Government office in this city enlarged its specie and currency reserves; the former quite liberally. The City banks, last week, reduced their deposit and their specie averages materially, while again contracting their loan and discount line. They augmented their reserve of legal tender slightly, while also enlarging their item of circulation. The U. S. Sub-Treasury again increased both its currency and

specie reserves. The City banks, last week, while increasing their reserve of legal tender notes \$28,600, reduced their deposit item \$4,346,100, and their specie average \$3,388,000. They also report a decrease of \$1,284,100 in the loans and discounts, and added \$3,400 to the circulation. The U. S. Sub-Treasury in this city closed the week with a currency balance of \$59,899,721, against \$59,109,277 the preceding week; and a coin hoard of \$51,716,376, against \$50,294,683 on the previous return. The City bank exchanges, during the week, were \$301,191,647, or a daily average of \$50,198,608. The customs revenue of the port, during the week, was \$2,745,000. The City banks reported their average of gold last week at \$22,352,000, and their greenback average at \$66,578,100. Their deposits stood at \$237,915,500. The loan item was \$279,250,200. The circulation was \$25,809,100.

The outstanding amount of legal tender notes is now definitely established by law at 382 millions. The National bank circulation is over 350 millions.

The income of the Government, from internal evenues, thus far, in the current fiscal year, commencing with July 1, 1874, has been over 13 millions.

The Treasury balances at the opening of business on Wednesday were as follows: currency, \$15,515,153; special deposit of legal tenders for the redemption of certificates of deposit, \$60,045,000; coin, \$70,292,146, including \$31,904,000 in coin certificates; outstanding legal tenders, \$382,000,000.

The Gold movement has been comparatively tame, since our last. The speculative dealings have been on a restricted scale. The customs call has been fair; while the export drain has been of less magnitude. Prices have not varied materially. The extremes of the price have been 109¾@119¾, closing at 109¾, as against 109¾ on Wednesday of the preceding week. The specie outflow, last week, was \$2,032,733. The imports of specie at this port since Jan. 1, have been \$2,495,967, against \$2,176,151 same time last year. The customs demand for Gold last week averaged \$457,500 a day. Foreign Exchange has been quite moderately sought after. Bankers' sixty day bills on London closed on Wednesday at \$4 87½@4 88½; sight bills on London at @4 90@4 91 to the £ sterling. The week's exports of Domestic Produce have been to the currency value of \$5,496,733.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to \$5,252,836.

Government securities have been in more confident demand chiefly on investment account, and the restricted offerings of the more popular issues have tended to stiffen values. U. S. sixes of 1881 closed on Wednesday of this week at 118½@118½; U. S. Five-Twenties of 1862, 112@112½; U. S. Five-Twenties of 1864 at 115¾@116; U. S. Five-Twenties of 1865, 117@117½; U. S. Five-Twenties of 1865 consolidated, 116¼@116½; U. S. Five-Twenties of 1867, 117¾@117¾; U. S. Five-Twenties of 1868, 117¾@118; U. S. Ten-forties at 113¾@114; U. S. Fives of 1881, (Funding Loan) 112@112½; Six per cent. currency Sixes from 117½@118.

State and Railway bonds have been generally

dull, yet quoted steady. Railway and miscellaneous share property has been more freely dealt in, especially toward the close, on a firmer and buoyant market.

General business has been more satisfactory as to amount, in the domestic produce lines, though, in instances, less so as to values. The Breadstuffs and Cotton movements have been fair. Provisions Petroleum, Naval Stores, and Tobacco, tamer. Wool, in good demand. Foreign merchandise has been more sought after as a rule. The Metal trade has been exceptionally dull in the local market, no important dealings having been reported in Iron. Eglinton Pig Iron quoted at 32 75@33 50; Glengarnock, \$35; Sumerlee, \$36; No. 1 American Pig at \$31@32, No. 2 do. at \$27 @29; Forge, \$25@27; English Rails at \$50@ \$52, gold; American Rails at works, 57 50@52 50; Old Rails, \$34@38. Wrought Scrap, \$35 @37 50. Sales have been made of 450,000 lbs. Ingot Copper at 19¼. Ocean freights, have been more active, and quoted stronger toward the close.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Western Union Telegraph, 76½; do. 7s, 99; Atlantic and Pacific Tel., 15½; Am. Exp., 61; U. S. Exp., 68; Adams Exp., 106½; Pennsylvania Coal, 240; Quicksilver mining pref., 31½; St. Louis and Iron Mt., R. R., 15; do. 1st mort., 84; do. 2d mort., 60; Pacific R. R. of Mo., 39½; Atlantic and Pacific R. R., pref., 14¼; New York Central 1st mort., coupon, 104¼; Chicago and Northwestern consol. gold bonds, 79; L. and Mo. R. R. 1st mort., 82½; Central of New Jersey 7s, conv., 102; do. 1st mort., new, 104; Michigan Central 7s, 99; Union Pacific R. R. S. F. 8s, 69; Lake Shore and Michigan Southern R. R. 7s, consol., reg., 97; do. coupon, 97; Albany and Susquehanna R. R., 95; do. 1st mort., 103½; do. 2d mort., 101; Iowa Midland 1st mort., 86; Long Dock bonds, 98; Ohio and Mississippi 7s, consol., 91; do. consol. S. F., 94; Western Pacific bonds, 82; Dubuque and Sioux City 2d div., 90; Morris and Essex 7s, 1871, 96½; Galena and Chicago 1st mort., 100½; Am. Dock and Imp. 7s, 99; Cedar Falls and Minnesota 1st mort., 77; Del., Lack. and Western 7s, conv., 105; Tennessee 6s, old, ex-coupon, 57½; do. new, do., 57¼; do. 6s, n. s., 57½; South Carolina 6s, new, Jan. and July, 18; Missouri 6s, l. bonds, 93; Connecticut 6s, W. L., 100; Georgia 7s, new, 90; N. Y. State 7s, B. L., reg., 107.

Philadelphia.—Allegheny Valley 7 3-10s, 89; Pennsylvania and New York 7s, 103¼; Phila. and Reading 7s, new, conv., 105; do. Gen'l mort. 7s, reg., 105½; do. coupon, 107; Union Pass. R. R., bonds, 89; Belvidere Delaware 1st mort., 95; Chesapeake and Delaware Canal 6s, 90; East Pennsylvania R. R. 7s, 103¼; Pittsburg, Cincinnati and St. Louis 7s 64¼; Pennsylvania Canal 6s, 68; Harrisburg and Lancaster R. R., 6s, 100¼; West Jersey 7s, 103½; Reading C. and I mort., 7s, 89; do. debent. bonds, 84; Nerquehoning Valley R. R., 55½; Chestnut Hill R. R., 88½; Schuylkill Nav. div. scrip, 87; Pennsylvania R. R., div. scrip, 102 ¼; Pittsburg 5 per ct. scrip, 70. The latest quotations are: City 6s, 100¼ @101¼; do. free of tax, 104¼@104½; Pennsylv-

ania State 6s, 2d series, 107¼@107¾; do. 3d series, 110¼@110½; Philadelphia and Reading, 55@55½; do. Gen'l mort. 7s, coup., 104@104¼; do. reg., 105@106; do. mort. 6s, 1880, 99½@101; do. new, conv., 104¼@105¼; do. 7s, 1893, —@107; United New Jersey R. R. and Canal Co., 125½@126; Camden and Amboy mort. 6s, 1889, 99½@100; Pennsylvania R. R., 51½@51¼; do. div. scrip, 102½@102¼; do. 1st mort., 100@100¼; do. 2d mort. 100½@101; do. general mort. coupon, 91@92; do. reg., 94@94½. Little Schuylkill R. R., 47½@48; Morris Canal, 48@51; do. pref. 120@122; do. 6s, 97½@100½; Susquehanna Canal, 5@8; do. 6s, 73@75; Schuylkill Nav., 6@7; do. pref., 12¼@12½; do. 6s, 1882, 76¾@77; do. 1872, 88@91; Elmira and Williamsport pref., 35@40; do. 7s, 1873, 97@99; do. 5s, 53@59; Lehigh Coal and Navigation, 45¾@45½; do. 6s, 1884, 96½@97; do. R. R. Loan, 96¼@96¾; do. Gold Loan, 95¼@95¾; North Pennsylvania, 44¼@45; do. 6s, 100@100¼; do. 7s, 102½@102¾; do. Chattle 10s, 106½@108; Philadelphia and Erie, 17@17½; do. 6s, 90¾@92; do. 7s, 84½@85; Minehill, 52¾@53; Catawissa, 14½@17; do. pref., 42¾@43¼; do. new pref., 30½@31; do. 7s, 1900, 100@101; Lehigh Valley, 61@61½; do. 6s, new coupon, 100 @100½; do. reg., 101@101¼; do. 7s, 107@107½; Fifth and Sixth streets (horse) 54@54; Second and Third, 64@64; Thirteenth and Fiftteenth, 21@25; Spruce and Pine, 29@29¼; Green and Coates, 49¾@50½; Chestnut and Walnut, 70@80; Hestonville, 19¼@19½; Germantown, 35@40.


Boston.—Allouez Mining Co., 8¼; Calumet and Hecla, 127¾; Ridge, 5; Pullman Palace Car Co., 96; Boston Water Power Co., 12¼; Cary Imp., 5¾; Rutland pref., 25; do. scrip, No. 6, 50; do. No. 5, 70; Burlington and Missouri River R. R. in Iowa, 103¾; do. Land Grant 7s, 98; Cincinnati, Sandusky and Cleveland R. R., 9; Worcester and Nashua R. R., 124¾; Burlington and Missouri River R. R. in Nebraska, 8s, old, 98¾; Michigan Central (Air-line) 8s, 1890, 101; Atchison, Topeka and Santa Fe R. R., 10¼; do. 1st mort. coupons, 22½; Summit Branch R. R., 35¾; Norwich and Worcester R. R., 122¼; New Bedford R. R., 105½; Eastern R. R. 7s, 1882, 93½; do. 1887, 94; Chicago, Burlington and Quincy 7s, 96¾; Vermont Central 1st mort., 15¼; Boston and Maine 7s, 104¼; New Hampshire 6s, 100; St. Louis 6s, 1886@1888, 92¼; Chicago 7s, 99½; Cambridge 6s, 96¼@97; Louisville 6s, 1889, 90; Toledo 8s, 101@101¼; Cleveland 7s, 99¼@99½; Cook Co., Ills., 7s, 1885, 99¼; Boston 5s, 1886, gold, 100; do. 6s, 1880, 99¾.


Baltimore.—Maryland Defense 6s, 107; Virginia consols, coupons, 81; Virginia consols, ex-coupon, 50; Richmond and Danville 1st mort., 67½; Western Maryland 6s, guar. by Washington Co., 91; Orange, Alex. and Manassas 7s, 80; Orange and Alexandria 2d mort. 6s, 81; Santa Clara Mining, Co., 5½. The latest quotations are: Richmond and Danville 1st mort., 67½@67½; Pittsburg and Connellsville 7s, 1898, 84½@85½; Baltimore and Ohio, 168@170. do. 6s, 1875, 100@102; do. 1880, 100@101; do., 1885, 102@103; Washington Branch, —@175; Northern Central, 33½@34; do. 6s, 1885, 92½@93; do. 6s, 1877, 93@—; do. 1900, 90@91; do., 6s, 1900

gold, 91½@92; N. W. Va. 3d mort., 1885, 93@—; Marietta and Cincinnati 1st pref., 17@18½; do. 2d pref., 9@12; do. 1st mort. 7s, 1892, 102¼@102½; do. 2d mort., 7s, 92½@92¾; do., 3d mort., 8s, 74¼@74½; Central Ohio, 41@—; do. pref., 40@40; do. 1st mort., 92½@93; Western Maryland, 1st mort. 6s, 1890, 80@89; do. 1st mort. guar., 98@100; do. 2d mort. guar., 98@100; do. 3d mort., guar., 98@100; do. 2d mort. pref., 60@70; do., 2d mort. guar. by Washington Co., 90@91; Virginia and Tennessee 2d mort. 6s, 69@75; do. 3d mort. 8s, 78@79; Orange and Alexandria 1st mort. 6s, 89@92; do., 2d mort. 6s, 80½@82; do., 3d mort. 8s, 80½@82; do., 4th mort. 8s, 73 @74; Orange, Alex. and Manassas 7s, 79@80; Baltimore 6s, 1875, 101½@102; do., 1884, 101@102; do. 1886, 101@102; do. 1890, 101¼@102; do., 1893, exempt, 103@105½; do., 1900, 100¾@101; do. 1902, 101@102; do. 5s, 80@85; Memphis City 6s, 43@46; Maryland Defense 6s, 1883, 107@108; do. 6s, 1890, 100@—; do. 6s, exempt, 107½ @108; do. 5s, 80@90; Virginia coupon 6s, old, 34 @34¾; do. new, 34@42; do. consol. 6s, 52@52½; do. coupons, 80¾@81; West Virginia, 9@9¾; City Passenger R. R., 19@20; George's Creek Coal, 130@150; Atlantic Coal, 2.35@2.40; Santa Clara, 5.12@5.75; Canton Co., 50@70.

Union Pacific Railroad.

The earnings of the Union Pacific Railroad for June, 1874, were \$902,881 48, the expenses \$408, 418 52, and the net earnings \$494,462 96. In June, 1873, the earnings were \$969,863 68, the expenses \$417,118 04, and the net earnings \$552, 745 64—showing a decrease in earnings of \$66, 982 20, with a decrease in expenses of \$8,699 52, making a decrease in net earnings of \$58,282 68. For the six months ending June 30, 1874, the earnings were \$4,563,632 77, the expenses \$2,422, 102 72, and the net earnings were \$2,141,530 05— showing a decrease in earnings, as compared with corresponding period of the previous year, of \$19, 343.50, with an increase in expenses of \$69,187- 89, making a decrease in net earnings of \$88,531- 39. The decrease of \$88,531 39 in net earnings is on account of extra expenditures in filling up trestle bridges, which work will be completed within the next thirty days.

 The gross earnings of the Central Pacific Railroad for the six months ending June 30, 1874, were: coin, \$3,478, 255 76; currency, \$2,439,341- 95—total, coin and currency, \$5,917,597 71. During the same time the operating expenses were: coin, \$2,404,068 34; currency, \$18,287 66— total coin and currency, \$2,422,356; leaving earnings over operating expenses \$3,495,241 71. For the six months ending June 30, 1873, the total gross earnings, in coin and currency, were \$5,772,495 59, the operating expenses \$2,573,933 86, and the earnings over operating expenses \$3, 198,561 73—showing an increase in gross earnings of \$145,102 12, with a decrease in expenses of \$151,577 86, making the increase in earnings over operating expenses \$296,679 98.

 The Flint and Pere Marquette Railroad Company have completed the first ten miles of their road west of Reed City, Michigan, where the work was suspended for want of rails. Only 30 miles now intervene between the terminus of the road and Ludington.

Virginia State Finances.

The Richmond correspondent of the Petersburg *News* says that the Governor of Virginia is in correspondence with the English bondholders regarding the public debt, paying of interest, &c.; and to be informed as to the resources and indebtedness of the people he has sent out circulars to clerks of courts inquiring the number and extent of sales and offers under judgments and executions. The bondholders complain that the present rate of taxation does not raise enough money to pay the interest upon the public debt, because Virginia has put down her assessments, but the Governor thinks he can show that in all sections of the State lands have been offered for sale by the courts on long credits, and have found no purchasers because they failed to bring three-fourths of their assessed value, as required by law. The correspondent adds:

"I do not know whether the information he is thus obtaining is preliminary to the conference with the bondholders provided for by law so far as the State is concerned, or is to be used in his annual message or otherwise. Certainly it will afford an insight into our affairs that we have never had. Whether it will increase immigration to Virginia or not remains to be seen."

The earnings of the Indianapolis, Cincinnati and Lafayette Railroad for June, 1874, were \$142,560, the expenses \$87,015, and the net earnings \$55,545; for the month of June, 1873, the earnings were \$160,456, the expenses \$130,060, and the net earnings \$30,396. For the six months ending June 30, 1874, the earnings were \$871,310, the expenses \$569,777, and the net earnings \$301,533; for the six months ending June 30, 1873, the earnings were \$903,494, the expenses \$741,103, and the net earnings \$162,391. For the year ending June 30, 1874, the earnings were \$1,859,076, the expenses \$1,207,562, and the net earnings \$651,414.

The St. John *News* says that the contractors for the Albert Railway are making good progress with the work. Messrs. Gray & Wheaton at the Salisbury end, advertise for more men, as do also Messrs. McMauns at the Hopewell end, but large forces are at work at both places, and the work of grading is making rapid progress. Mr. McDonald is succeeding well with the bridge across the river at Salisbury, and altogether the people may congratulate themselves on the prospect of the early completion of the road.

The Atchison, Topeka and Santa Fe Railway will soon be extended to Pueblo, Col. The line locally known as the Pueblo and Salt Lake Railroad is now under contract and will be rapidly built eastward, to connect with the Atchison, Topeka and Santa Fe to Grenada, the present terminus of the latter road. This will make a continuous line of railway under one direction, from the Missouri River, at Atchison, to the foot of the Rocky Mountains.

It is stated that the Pennsylvania Railroad Company have ordered a survey for a road to connect with the Newtown Railroad at Fox Chase, and to run as near a direct line as possible to connect with the Philadelphia and Trenton Railroad between Tyburn and Morrisville. This line will avoid Frankford, Bridesburg, Bristol, &c.

The Freight Business of the Pacific Railroads.

The San Francisco *Bulletin* publishes the following returns of freight forwarded to the Atlantic States over the Central Pacific and Union Pacific Railroads during the first half of the current year. The increase is 100 per cent. greater than the corresponding period of the two previous years, which is chiefly due to the shipments of barley and malt, new features in the operation of the roads. The movement in rice, sugar and syrup is also comparatively new. The prominent articles shipped within the period mentioned are as follows:

	Pounds.		Pounds.
Barley	19,067,200	Borax	819,300
Butter	270,700	Coffee	570,000
Dried Fruit...	740,600	Fish, Salm'n	1,366,100
Glue	151,100	Hides	252,000
Hops	37,400	Leather	578,700
Malt	1,608,500	Powder	202,900
Quicksilver...	196,700	Rice	238,800
Ripe Fruit...	33,100	Silk	214,900
Sugar	40,000	Syrup	909,609
Tea	5,251,400	Wine	2,340,000
Wool	18,319,800	Merchandise	6,087,500

Total

59,121,200
In addition, over 6,000,000 lbs. of freight has been shipped direct to the East from prominent points in the interior, including 1,718,000 lbs. barley, 47,600 lbs. canned goods, 20,200 lbs. flour, 22,800 lbs. quicksilver and 23,800 lbs. California tobacco from San Jose; 18,000 lbs. leather and 92,000 lbs. wine from Stockton; 894,000 lbs. wool, 217,000 lbs. wine, 102,600 lbs. salmon, 304,000 lbs. malt, 269,500 lbs. barley, 120,000 lbs. flour and 105,760 lbs. fruit from Sacramento, and 1,000,000 lbs. barley and 109,000 lbs. hides from Marysville. The total shipments East from San Francisco and the interior aggregate 65,372,200 lbs. an increase of 39,000,000 lbs. as compared with the same time last year. Included in the total is 22,000,000 lbs. barley, 1,922,000 lbs. malt, and 19,214,000 lbs. wool. It is difficult to determine the value of this trade, since there is no accessible record of the invoice cost of the shipments, and no means of ascertaining even an approximate value of the unspecified merchandise forwarded. It is probably safe to put down the value of this freight at \$5,000,000, though a good portion of this sum is simply for merchandise in transit. It is noteworthy that the tea shipments are nearly 100 per cent larger than the average for the two previous years, notwithstanding the rupture between the railroad and steamship company.

The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending August 8, at 435,575 tons, and for the coal year 11,314,540 tons against 12,034,603 tons to corresponding time last year, being a decrease of 720,063 tons. The bituminous tonnage for the week is 72,371 tons, and for the year 1,742,680 tons, against 1,882,064, tons to same time last year, giving a total of all kinds for the week of 507,946 tons, and for the year of 13,157,220 tons, against 13,898,687 tons to same time last year, being a decrease of 742,467 tons.

The Secretary of the Treasury has decided that pig lead imported from and after the 22d of June, 1874, is entitled to the reduction of ten per cent off the duties, under the provision in section 2,503 of the revised statutes of 1874.

The net earnings of the Welland Railway of Canada for the year were £9,298; being equal to interest at 6 per cent, on £154,108, a result far above any previous season.

In reply to an interrogatory by the Secretary of the Treasury, the acting Attorney General has decided that a railroad existing, in contemplation, or unfinished, is defined and identified by its track and termini. If, therefore, a land grant has been made to a company to aid it in constructing, in whole or in part, a road between certain termini, upon condition that it shall lie between the termini mentioned, no more or less, any subsequent change of termini will not affect the original application of the condition.

During the season of 1873-'74, ending May 1st, there were exported from Japan to foreign markets 19,864,333 pounds of tea, of which 12,446,916 pounds were exported from Yokohama, all of which, except 4,500,000 pounds left that port on steamers bound for San Francisco. Most of the remainder was shipped by sailing vessels to New York. Nearly all the tea raised in Japan is taken by American consumers. The British patronize China and India almost exclusively for their teas.

We notice heavy shipments of tobacco abroad from Richmond, Va. One firm is said to be filling an order from France for \$8,000,000 worth, while another has a contract with Austria, amounting to \$6,000,000, which is now being executed.

The Central Pacific Railroad Company has declared a dividend of 5 per cent gold on its capital stock, payable on the 15th instant, on the presentation and surrender of dividend warrant No. 2. This dividend is out of the net earnings for ten months ending June 30, 1874.

The Lowell and Andover Railroad Company began work on their bridge across the Concord river on the 17th inst. It is the last important job on the route. The first trip over the line is expected to be made October 1.

Franklin Fairbanks, J. D. Bell, G. W. Hendee, W. Brigham, O. Buck, R. S. Reed, D. D. Wead, A. B. Jewett, G. Abel, D. W. Aiken, and J. H. George, have been elected directors of the Lamoille Valley Railroad Company.

In the construction of the railroad from Attleboro', Penn., to Bristol, it has been agreed to select the route which passes through Hulmeville, Knights' Hollow.

The Portland and Ogdensburg Railroad have commenced running three miles above upper Bartlett, giving half an hour more time at the Crawford House.

The tolls received on all the canals of the State of New York up to August 8, 1874, amounted to \$1,339,071, against \$1,259,994 for the same period in 1873, an increase of \$79,077.

The vintage of California this season will, it is estimated, amount to 10,000,000 gallons, against 4,000,000 in 1873 and 2,500,000 in 1872.

The indebtedness of San Francisco, Cal., amounts to \$3,204,500, with a sinking fund to its credit of \$115,000.

Boston, Mass., has a debt of \$42,735,785, which is partly provided for by the sinking funds which amount to \$14,264,451.

Coal and Iron in California.

No country has ever yet in our day, attained to commercial greatness that has not been able to boast of large and easily accessible deposits of Coal and Iron. This is emphatically the Iron Age; we have Iron horses, stores, and churches, Iron ships—in short almost every article of convenience or utility is made of Iron or Steel, from the ponderous anchor to the bright Damascus blade. And the complement of Iron is Coal, for without the latter in large quantities, Iron Ore can only be smelted, reduced, and manufactured so long as the original forests of the land hold out. And of how short a time it will take to get rid of them an idea may be formed, when it is known that already the cry is being raised east of the Rocky Mountains, that the great forests of Canada, the Atlantic slope, and the Lake region are giving signs of being exhausted, before many years have elapsed.

The same thing must also happen on the Pacific Coast sooner or later, and then if we have not Coal to fall back on, to supply fuel for our manufacturing needs, we must give up all hopes of being a manufacturing people. To import Coal for this purpose cannot, save in exceptional cases, be even dreamed of. It is therefore with pleasure that we learn of the discovery of vast Coal deposits on the line of the Ione Railroad, connecting that place with the city of Stockton, and of the existence of Iron deposits in the same direction.

The Stockton papers are in ecstasies over the future which these discoveries open out for that prosperous and rapidly growing city. Speaking of them the *Independent* says:

"The supply of Coal on the above named grant is practically inexhaustible. It has been struck at different points for a distance of seven miles, and at one place the vein is nearly half a mile wide. At the point near Ione, where Coal is now being mined to supply the flour mill at Ione city and several quartz mills in the vicinity of Sutter Creek, the vein is on an average ten feet in thickness, and its limit has not yet been ascertained, although tunnels several hundred feet in length have been run in different directions to ascertain the size of the deposit. At this place it is estimated that the vein extends through a number of acres, and that there are at least ten thousand tons to each acre."

"It is feasible to construct a branch road from Linden via the Calaveras river and its branches to the Big Trees of Calaveras county, which undoubtedly would be one of the most profitable roads that could be built in the State, as it would tap one of the most extensive timber regions in California, pass in close proximity to the most valuable deposits of Iron Ore on the coast, and aid in the rapid development of a large region of country that abounds in valuable resources that would be rendered available as soon as the road is constructed."

If the figures given above are thoroughly reliable, it would indicate the existence of a Coal bed containing 22,400,000 tons, a quantity equal to the requirements of the coast for forty four years, with a population equalling the present. We may be sure, however, that this is not the only deposit that could be made easily accessible by the construction of a good railroad, and that other deposits of Iron Ore of equal importance will be discovered. Should this be the case, a great manufacturing future would be opened out before us.

Let good Coal for manufacturing purposes be laid down in San Francisco at \$4 to \$5 per ton, and let Pig Iron be laid down at \$20 to \$25 per ton, and our industrial millenium would have come. We would then not only be able to drive Eastern and English manufacturers of Hardware and Agricultural Implements out of our markets, but we could also compete with them in the markets of Mexico, South America, Australia, the Dutch and Spanish East Indies, and China and Japan, that is as soon as it became known that the trade marks of our manufacturers covered goods

of acknowledged excellence. Cheap Coal, too, would enable us to carry on successfully many other branches of manufacture that we cannot now even dream of.—*San Francisco Journal of Commerce.*

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley left at tide-water from the commencement of navigation to the 31st July, inclusive, during the years 1873 and 1874, was as follows:

	Flour, bbls.	Wheat, bushels.	Corn, bushels.	Barley, bushels.
1873...	57,700	6,804,400	5,127,000	22,200
1874...	32,400	11,029,900	8,440,000	74,100

Dec... 25,300 *4,225,500 *3,313,400 *51,900
* Increase.

By reducing the wheat to flour the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows an increase equal to 819,800 bbls. of flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 31st of July, in the years indicated:

	1872.	1873.	1874.
Canal opened—	May 13.	May 15.	May 5.
Flour, bbls.	47,100	57,700	32,400
Wheat, bush....	2,951,000	6,804,400	11,029,900
Corn, bush....	11,458,900	5,127,000	8,440,400
Barley, bush....	401,500	22,200	74,100
Rye, bush....	245,800	550,400	189,800
Oats, bush....	3,165,100	1,672,400	1,214,400
Malt, bush....	447,900	313,400	308,700
Feed, lbs.....	3,296,700	3,362,200	181,500

The new railroad line from Philadelphia to New York, through the lower end of Bucks county, is under the control of the North Pennsylvania Railroad Company from Philadelphia to Bound Brook, New Jersey. The road will be built from the main line at Jenkintown to the middle of the Delaware river, below Yardleyville, by the direct action of that company, under its charter. From the middle of the Delaware to Bound Brook it will be built by the "Delaware and Bound Brook Railroad Company," formed under the general railroad law of New Jersey, with a fully subscribed capital of \$1,000,000. It is stated that work will be commenced upon this line in a very short time.

A company has been organized under the laws of Oregon, having its principal business office in Corvallis, for the purpose of constructing a narrow-gauge railroad from Corvallis to the navigable waters of Yaquina Bay, to connect there with ocean steamers and sail vessels.

The Governor of the Cape of Good Hope, on the recent opening of Parliament, stated that the revenue of the colony was annually increasing, and that about 800 miles of railway will at once be built, at a cost of from £4,000,000 to £5,000,000.

The imports at the Port of St. John, N. B., for the month ending July 31st, 1874, was \$501,003, against \$413,401 for July, 1873; and the exports were \$688,319, against \$508,133 for the corresponding month of 1873.

The traffic of the Midland Railway of Canada for the year to July 31, 1874, was \$177,417 99; year previous, \$184,658 22—decrease, \$7,140 23.

The yield of wheat in Nebraska, in 1869, was but 148,867 bushels, while in 1873 it amounted to 3,000,000 bushels, notwithstanding the fact that it was an unfavorable year for agriculture. Nebraska wheat, though not so good as the wheat of California, is of excellent quality, and averages fair prices in the markets of St. Louis and Chicago.

OFFICE CENTRAL PACIFIC RAILROAD COMPANY,
No. 9 NASSAU-ST., NEW-YORK, AUG. 14, 1874.

THE BOARD OF DIRECTORS OF THE CENTRAL PACIFIC RAILROAD COMPANY have declared a Dividend of Five per Cent., gold, on its capital stock, payable on the 15th inst., on the presentation and surrender of dividend warrant No. 2, said dividend being for ten months ending June 30, 1874. Eastern shareholders can collect their dividend at the above office.

C. P. HUNTINGTON, Vice President.

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Is organized for the purpose of Creosoting Timber for Docks, R. R. Ties, Fence-Posts, Pavements, and all other uses where Timber is exposed to the action of water or air. This Company also proposes to License R. R. Companies and others who desire to erect their own apparatus.

Drawings and specifications of apparatus, either stationary or portable, will be furnished on application. 67,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.

The preservation of wood from decay and the attacks of marine worms, has been largely practiced in Europe for thirty years; and with such success that the use of natural wood is now the exception; and of all the various methods that have been employed, that in which creosote oil was used, has best endured the test of time.

This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.

Experience has demonstrated that creosote or dead oil is the only substance by which wood can be treated so as to certainly resist the attacks of marine worms.

Creosoted wood exposed in Charleston Harbor was not attacked by the teredo, while natural wood attached to it was completely honey-combed.

It is confidently asserted that Railroad Ties creosoted will outlast three sets of ordinary Ties, and that creosoted Paving Blocks being beyond the reach of decay, will last as long as stone, with all the advantages of an elastic roadway, beauty and economy of construction.

The economy in the use of creosoted wood, where the term of service is trebled, is measured by adding to the wood used, the cost of the labor expended in construction, and the loss of time spent in replacing the structure, when either decay or attacks of marine worms destroy it.

The system of Seely and Pelton, employed by this Company, has been fully examined and indorsed by Gen. McClellan, Gen. Barnes, Gen. Babcock, Rob't Harris, U. S. B. & Q. R. R., Prof. Silliman, Capt. Eads, Gen. Cram, Gen. Humphreys, Gen. Meigs, Gen. Belknap, Prof. Chandler, Gen. Gilmore, Gen. Newton, A. B. Mullet, C. H. Haswell.

It has been used by the U. S. Government upon the Dykes of the St. Clair Flats, and upon Gun Platforms for the fortifications on the Atlantic coast; upon pavements in New York and Pittsburgh, by the Department of Docks of the City of New York and the Board of Public Works of the District of Columbia.

Detailed information can be obtained and specimens of creosoted wood examined at the office of the Company.

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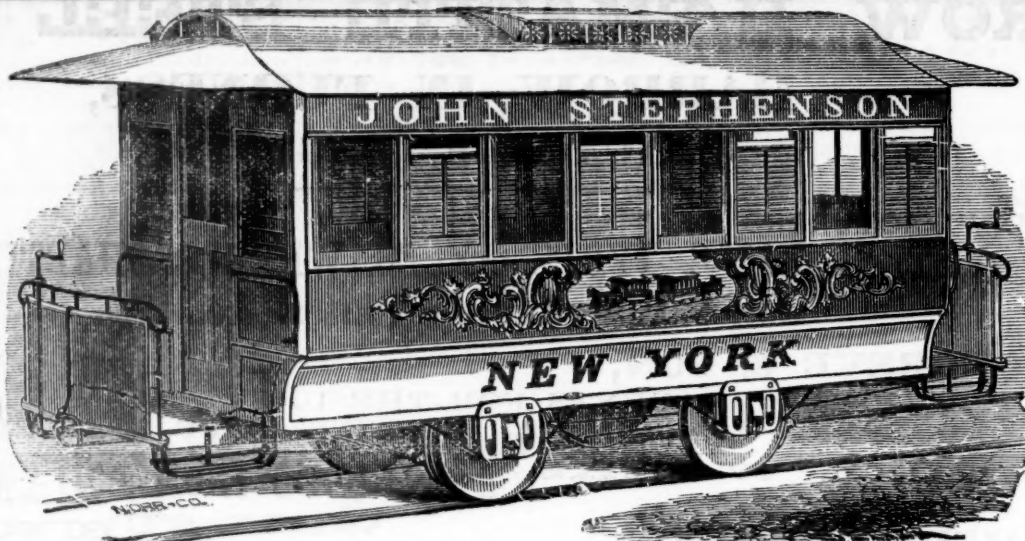
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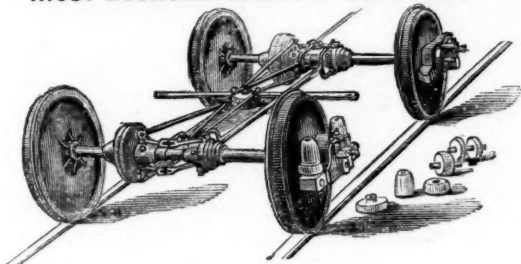
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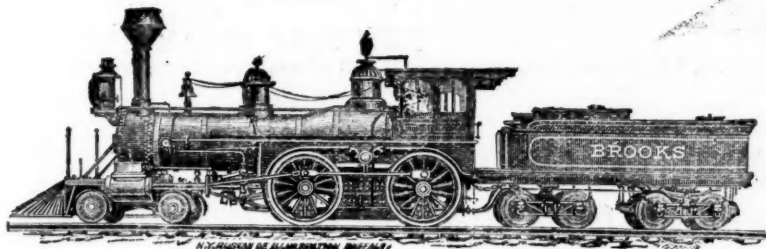
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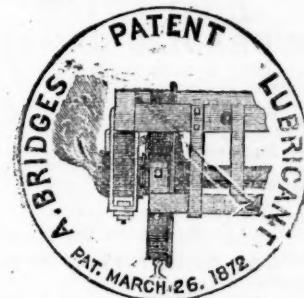
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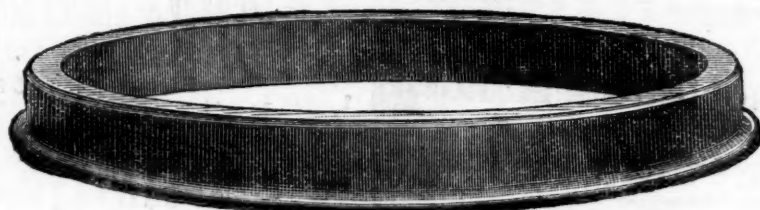
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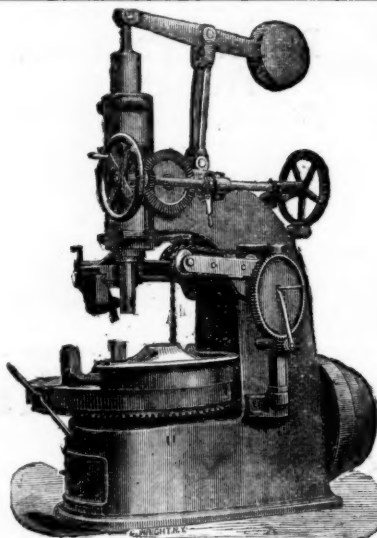
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